### 2002

# Virginia Department of Transportation Daily Traffic Volume Estimates Including Vehicle Classification Estimates

where available

### **Jurisdiction Report**

77

Pulaski County Town of Pulaski Town of Dublin

Prepared By

Virginia Department of Transportation Mobility Management Division

In Cooperation With

U.S. Department of Transportation Federal Highway Administration

### Virginia Department of Transportation Mobility Management Division Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people at VDOT Mobility Management's Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

### **Publication Notes**

### Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a "Combined Traffic Estimates for Parallel Roadways on this Route" or "Combined Traffic" identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate "NA" for not available.

VDOT's traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating "NA" for not available. It is the intention of the VDOT's Mobility Management Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate "NA" for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

**2Axle Truck**: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck**: Percentage of the traffic volume made up of single unit trucks with three or more axles

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

Peak Hour: The estimate of the traffic volume for the 30<sup>th</sup> highest traffic volume occurring in a one-year period divided by the AADT for the same one-year period.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During 12 Months of Continuous Traffic Data
- B Factor based on 30th Highest Hour Observed During Less than 12 Months of Continuous Traffic Data
- Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of 30th Highest Hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the Peak Hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.

QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source

Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

### Route Shield Legend

### Route Systems

North
81 Interstate Route Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.

29 US Route

7 Virginia State Route

(600) Secondary Route

### **Special Routes**

Bus Bus - Business Route
Bypas - Bypass Route
Truck - Truck Route
ALT ALT - Alternate Route
Wve - Wve Route connector

P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.

The VDOT Maintainenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

							uiaski iviai	ritoriario	CAICA								
Route	I	Length	AADT	QA	4Tire	Bus	2Axle		ıck 1Trail		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County					From:		***			1							
		2.68			rioin.	S	ee I-81 fo	County Li		fic volu	me esti	imates fo	r thie	seament			
[11] [81]	Combined <sup>-</sup>		37000	F	69%	1%	2%	1%	26%		F	0.070	F	0.522	36000	F	
	Combined	Hailic.	37000	г	To:	170		R 100	20%	2%	Г	0.070	Г	0.322	30000	Г	
					From:		Functional		ange								
11)		3.85	3100	F	95%	1%	2%	1%	2%	0%	С	0.095	F	0.522	3200	F	2002
<u></u>					To:		SCI	Pulaski									
Town of Pulaski																	
~~~					From:			Pulaski									
11 Washington	Ave	0.71	3600	F	98%	1%	1%	0%	0%	0%	F	0.092	F	0.647	3800	F	2002
<del>~</del>					To: From:		2	nd St		-							
11 Washington	St	0.30	5900	F	98%	1%	1%	0%	0%	0%	С	0.087	F	0.633	6200	F	2002
$\searrow$					To		M	ain St									
11 Washington	Ave	0.22	5400	F	99%	0%	0%	0%	0%	0%	F	0.098	F	0.627	5700	F	2002
11 Washington	7.10	0.22	0.00	•	To	070		th St	070		•	0.000	•	0.021	0,00	•	
					From:			ngton Av	e								
11 5th St		0.20	8300	F	99%	0%	0%	0%	0%	0%	F	0.087	F	0.51	8800	F	2002
$\smile$					To-		Le	e Hwy									
~~~					From:			th St								_	
11 Lee Hwy		0.84	12000	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.549	12000	F	2002
~					To: From:		Alum	Spring Ro	i	}							
11 Lee Hwy		1.60	13000	F	99%	0%	0%	0%	0%	0%	F	0.09	F	0.509	13000	F	2002
~ ·					To:		ECI	Pulaski		]							
ulaski County					_					-							
umsm countr					From:		ECL	Pulaski									
11)		2.49	15000	F	99%	0%	0%	0%	0%	0%	F	0.083	F	0.555	15000	F	2002
$\sim$					To:		7	7-643									
11)		1.53	15000	F	99%	0%	0%	0%	0%	0%	F	0.084	F	0.546	15000	F	2002
					To:			L Dublin									
Town of Dublin					•												
OWN OF DUDIN					From:		WC	L Dublin									
11)		0.16	15000	N	99%	0%	0%	0%	0%	0%	Ν	0.084	Ν	0.546	15000	N	2002
$\dot{\odot}$					To:			R 100									
		0.97	16000	F	97%	0%	1%	0%	1%	0%	F	0.091	F	0.510	17000	F	2002
11)		0.97	10000		70 To:	0 /0		Dublin	1 /0	0 /6		0.091		0.510	17000	•	2002
							LCI	- Duoini									
Pulaski County					From:		ECI	Dublin									
(11)		1.19	16000	N	97%	0%	1%	0%	1%	0%	N	0.091	N	0.510	17000	N	2002
[11]		1.10	. 5000	.4	J1 /0	U /0			1 /0	J /0	14	0.001	14	0.010	17000	14	2002
		0.00	4.55-		From:	251		7-1085	401	601		0.15-		0.01=	4=0		
[11]		2.68	14000	Α	97%	0%	1%	0%	1%	0%	Α	0.103	Α	0.615	15000	Α	2002
					To-		77-747 E	ast of Dul	blin								
11)		1.99	17000	F	97%	0%	1%	1%	1%	0%	С	0.093	F	0.541	18000	F	2002
$\overline{}$					To		SR 114 W	est of Rad	lford								
11)		0.29	21000	F	97%	0%	1%	0%	1%	0%	F	0.088	F	0.595	22000	F	2002
11)		50		•	- F	3,0					•	0.000	•	0.000		•	_002
~		0.40	05000		From:	00/	77-600 W			00/		0.007	_	0.504	20222		0000
11)		0.46	25000	F	97%	0%	1%	0%	1%	0%	F	0.087	F	0.524	26000	F	2002
					To-		Montgome										
North					From:			County Li								_	
North 81		2.68	18000	F	68%	1%	2%	1%	27%	2%	F	0.082	F		18000	F	2002
$\smile$	Combined <sup>-</sup>	Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	0.070	F	0.522	36000	F	
<del></del>					To:		ī	JS 11									
North		0.44	04600		From:	407			070/	001		0.404			00000		0000
North 81		0.14	21000	N	68%	1%	2%	1%	27%	2%	N	0.104	N		20000	N	2002
~	Combined <sup>-</sup>	Traffic:	39000	N	69 <u>%</u>	1%	2%	1%	26%	2%	N	0.080	Ν	0.68	38000	N	
					To-		S	R 100									

					Pι	ılaski Ma	intenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus		Tru	ıck		- QC	Peak	QK	Dir	AAWDT	OW/	Year
Noute	Lengur	AADI	QΛ	41116	Dus	2Axle	3+Axle	1Trail	2Trail	QU	Hour	QIV	Factor	AAWDI	QVV	i cai
Pulaski County				From:			ID 100		1							
North 81	2.11	21000	F	68%	1%	2%	SR 100 1%	27%	2%	F	0.104	F		20000	F	2002
81)	Combined Traffic:		F	69%	1%	2%	1%	26%	2%	F	0.080	F	0.68	56000	F	2002
	Combined Trainc.	37000	•	0370	1 /0			20 /0	2 /0		0.000	•	0.00	30000	'	
North				From:		RT F	-47 S INT									
(81)	1.67	17000	F	68%	1%	2%	1%	27%	2%	F	0.101	F		17000	F	2002
	Combined Traffic:	36000	F	69%	1%	2%	1%	26%	2%	F	0.078	F	0.594	35000	F	
N I a milla				To:			SR 99		1							
North	4.35	19000	F	68%	1%	2%	1%	27%	2%	F	0.071	F		19000	F	2002
81	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	0.071	F	0.643	37000	F	2002
	Combined Trainc.	37000		09 /6	1 /0			20 /0	2 /0	•	0.072	•	0.043	37000	,	
North				From:		5	SR 100									
81)	2.59	22000	F	68%	1%	2%	1%	27%	2%	F	0.069	F		21000	F	2002
	Combined Traffic:	43000	F	69%	1%	2%	1%	26%	2%	F	0.069	F		42000	F	
				To-		,	77-660									
North	4.00	22000	_		10/			270/	20/	_	0.071	_		22000	F	2002
81			F	68%	1%	2%	1%	27%	2%	F	0.071	F		22000		2002
	Combined Traffic:	42000	F	69% To:	1%	2% Montgom	1% ery County	26%	2%	F	0.071	F		42000	F	
Courth				From:					I							
South	2.71	18000	F	70%	1%	2%	County Lin	25%	2%	F	0.074	F		18000	F	2002
81	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	NA	•		36000	F	2002
	Combined Trainc.	37000	•		1 /0			20 /0	2 /0		INA			30000	'	
South				From:			US 11									
81)	2.77	18000	F	70%	1%	2%	1%	25%	2%	F	0.078	F		18000	F	2002
	Combined Traffic:	39000	F	69%	1%	2%	1%	26%	2%	F	NA			38000	F	
				To- From:		Connect	or Road F-	327								
South	1.91	18000	_	70%	1%	2%	1%	25%	2%	F	0.08	F		18000	F	2002
81			F									Г				2002
	Combined Traffic:	36000	F	69%	1%	2%	1%	26%	2%	F	NA			35000	F	
South				From:			SR 99									
81)	4.39	18000	F	70%	1%	2%	1%	25%	2%	F	0.078	F		18000	F	2002
	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	NA			37000	F	
				To:		9	SR 100		1.							
South			_	From:	407			0=0/		_		_		0.4.0.0	_	
81	2.40	21000	F -	70%	1%	2%	1%	25%	2%	F	0.073	F		21000	F	2002
	Combined Traffic:	43000	F	69%	1%	2%	1%	26%	2%	F	NA			42000	F	
South				To: From:		,	77-660									
81)	3.62	21000	F	70%	1%	2%	1%	25%	2%	F	0.074	F		20000	F	2002
01)	Combined Traffic:	42000	F	69%	1%	2%	1%	26%	2%	F	NA			42000	F	
				To			ery County			-						
Fown of Pulaski											_		_			_
				From:		NC	L Pulaski									
99 Randolph Ave	0.68	1600	F	98%	1%	1%	0%	1%	0%	F	0.1	F	0.582	1700	F	2002
				To			9th St		1							
99 Randolph Ave	9 0.47	3600	F	From: 98%	1%	1%	0%	1%	0%	С	0.088	F	0.501	3800	F	2002
				To:	-		Rd St	-								
(gg) Randolph Ave	e 0.08	4000	F	From: 98%	1%	1%	0%	1%	0%	F	0.083	F	0.724	4300	F	2002
99 Randolph Ave	Combined Traffic:	0	F	30 70	1 /0	1 70	070	1 70	0 70		0.083	F	0.724	0	F	2002
	Combined Haille.	J	r	To:		N	Iain St				0.003	1	0.124	U	1	
				From:			dolph Ave									
99 Main Street	0.20	1900	F	98%	0%	1%	0%	1%	0%	F	0.083	F	0.887	2000	F	2002
	Combined Traffic:	3700	F	98%	0%	0%	0%	1%	0%	F	0.083	F	0.552	3900	F	
				To: From:		Wash	ington Ave									
99 Main Street	0.32	4000	F	From: 98%	0%	1%	0%	1%	0%	С	0.103	F	0.649	4200	F	2002
aa man oncer	Combined Traffic:	0	F	5570	J /0	1 /0	J /0	1 /0	<b>U</b> /U	J	0.105	, F	0.662	0	F	2002
	Combined Hame.	J	•	To:			Rd St		1		0.090	•	0.002	J	'	
							mu Dt									

					Pι	ılaski Ma	aintenanc	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle	Tru 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Pulaski				From:			3Rd St		1							
99 Main Street	1.10	13000	F	98%	0%	1%	0%	1%	0%	С	0.095	F	0.501	14000	F	2002
Main Chroat	1.00	7400		From:	00/		White Blvd		00/	_	0.000		0.050	7000		2002
99 Main Street	1.00	7400	F	98% To:	0%	1%	0% L Pulaski	1%	0%	F	0.083	F	0.658	7800	F	2002
D.I. I. C.				<u> </u>		LC	L i uluski									
Pulaski County				From:		EC	L Pulaski									
99)	1.35	7300	F	95%	1%	1%	0%	3%	0%	С	0.089	F	0.632	7400	F	2002
				To:		I-81	& RT F047									
Town of Pulaski																
99 3rd St	0.25	1800	F	98%	0%	SR 99 I	Randolph A 0%	ve 1%	0%	F	0.088	F	0.849	1900	F	2002
99 3rd St	Combined Traffic:	0	F	90%	070	0%	0%	1 70	0%	Г	NA	г	0.049	0	F	2002
	Combined Franc.	U	Г							Ī	INA			U	Г	
	0.04	4000		From:	00/		/ashington /		00/	_	0.005			4000		0000
99	0.34	4000	F	98%	0%	0%	0%	1%	0%	С	0.095	F		4300	F	2002
	Combined Traffic:	0	F	To:		SR	99 Main St		1	İ	NA			0	F	
D. I. I. C.				J		JK.	77 Maii St									
Pulaski County				From:		Wythe	County Lir	ne								
(100)	3.91	3600	F	89%	1%	4%	4%	2%	0%	F	0.083	F	0.707	3700	F	2002
				To:		I-81 W	est of Drap	er								
(100) (81)	2.11			From:	Se				ffic volu	me est	imates fo	or this	segment.			
(100)	Combined Traffic:	57000	F	69%	1%	2%	1%	26%	2%	F	0.080	F	0.68	56000	F	
				To:		RT I	F-47 S INT									
(100) (81)	1.67			From:	Se			onal tra	ffic volu	me est	imates fo	or this	segment.	-		
(100) (01)	Combined Traffic:	36000	F	69%	1%	2%	1%	26%	2%	F	0.078	F	0.594	35000	F	
				To:	R'	Г Б-47 М	INT & SR	99 INT								
(100) (81)	4.35			From:					ffic volu	me est	imates fo	or this	segment.			
(100) (01)	Combined Traffic:	37000	F	69%	1%	2%	1%	26%	2%	F	0.072	F	0.643	37000	F	
				To:			FR 47									
	0.04	4 4000	_	From:	00/		I-81	40/	00/		0.404		0.500	45000	_	0000
100	0.84	14000	В	93%	0%	2%	1%	4%	0%	Α	0.101	Α	0.508	15000	В	2002
				From:			outh of Dul									
100	0.21	16000	F	93% To:	0%	2%	1%	4%	0%	F	0.088	F	0.543	17000	F	2002
				10:		SC	L Dublin									
Town of Dublin				From:		SC	L Dublin									
(100)	0.51	16000	N	93%	0%	2%	1%	4%	0%	N	0.088	N	0.543	17000	N	2002
100	0.0 .			Tai				.,,		1	0.000	•	0.0.0			
(400)	0.21	5200	G	91%	0%	1%	11 Dublin 3%	5%	0%	F	NA			5600	G	2002
100	0.21	3200	0	To:	0 70		L Dublin	370	070	'	INA			3000	U	2002
Pulaski County																
				From:		NC	L Dublin									
(100) Clebone Rd	4.16	5700	M								NA			NA		2002
				To: From:			77-627									
(100)	3.79	4900	F	93%	0%	2%	1%	4%	0%	F	0.094	F	0.733	5000	F	2002
				To:		Giles	County Lin	e								
				From:		US 11 W	est of Radf	ord								
(114)	0.37	21000	F	97%	0%	1%	0%	1%	0%	F	0.086	F	0.63	22000	F	2002
$\overline{}$				To: From:		77-60	00 Fairlawn									
(114)	1.90	18000	F	98%	0%	1%	1%	1%	0%	F	0.085	F	0.586	19000	F	2002
				To:		Montgom	ery County	Line								
				From:			US 11									
600	0.47	4800	F	99%	0%	0%	0%	0%	0%	С	0.089	F	0.922	4900	F	2002
				To		(	SR 114									

					FL	ilaski iviali ileriari	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			(.)(:	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		SR 114		-							
600	1.22	3500	Α	98%	0%	1% 0%	0%	0%	Α	0.106	Α	0.563	3600	Α	2002
				To: From:		77-623									
600	1.58	2200	F	98%	0%	1% 0%	0%	0%	F	0.089	F	0.620	2300	F	2002
	2.28	2000	F	From: 98%	0%	77-627 1% 0%	0%	0%	F	0.09	F	0.632	2000	F	2002
600	2.20	2000		30 /0	0 70	77-606	0 70		'	0.03	'	0.032	2000	'	2002
600	1.98	250	R	From:		77 000				NA			NA		03/13/200
				To: From:		1.98 MN 77-60	)6								
600	0.04	90	R							NA			NA		03/13/200
	1.30	40	R	From:		77-602				NA			NA		03/13/200
600				To:		Giles County L	ne								
$\bigcirc$	2.12			From:		Bland County L	ine	J							4000
601)	2.40	160	R	To:		77-738 SOUT	Н			NA			NA		1999
$\bigcirc$	F 20	400		From:		77-738 NORT				NIA			NIA		1005
601)	5.32	100	R	To:		5 22 ME 77 720 M	DETH			NA			NA		1995
601)	1.10	150	R	From:		5.32 ME 77-738 N	JKIH			NA			NA		1999
				To:		77-643									
(601)	5.60	350	R							NA			NA		1999
				From:		SR 100 Dead End									
(602)	0.70	50	R			Dead End				NA			NA		03/13/2002
				To:		77-600									
(603)	1.45	250	R	From:		Cul-de-Sac				NA			NA		1999
603	1.10			To:		77-672 East									1000
603)	0.44	40	R	From:				-		NA			NA		1999
				To:		77-672 West									
(604)	0.56	60	R	From:		77-621				NA			NA		03/11/200
				To:		77-621									
	4.00	240	_	From:	00/	77-693	00/	00/		0.444	_	0.544	250	_	2002
605)	1.62	340	F	99%	0%	0% 0% 77-619 EAST	0%	0%	F	0.114	F	0.511	350	F	2002
605)	3.54	560	F	From: 99%	0%	0% 0%	0%	0%	С	0.097	F	0.684	560	F	2002
				To: From:		77-664									
605)	1.83	1200	F	99%	0%	0% 0%	0%	0%	F	0.091	F	0.692	1200	F	2002
	0.41	2200	F	From: 99%	0%	77-690 NORT 0% 0%	Н 0%	0%	F	0.106	F	0.612	2200	F	2002
605)	0.41	2200	г	99 70 To:		Montgomery Count		0%	г	0.100	Г	0.613	2200	Г	2002
				From:		Dead End									
606	0.25	70	F	99%	0%	1% 0%	0%	0%	F	0.174	F	0.615	70	F	2002
	1.40	460	F	From: 99%	0%	77-830 1% 0%	0%	0%	F	0.106	F	0.657	460	F	2002
606)	1.40	-100		Tax	U /0	77-687	U /0	J /0		0.100		0.001	+00		2002
606	0.20	860	F	99%	0%	1% 0%	0%	0%	С	0.096	F	0.573	870	F	2002
				To:		77-600									
607	0.60	80	R	From:		Wythe County I	ine			NA			NA		02/21/200
607)	0.00			To:		77-608				11/1			14/3		02,21,200,
-															-

					Т	ruck			Peak		Dir			
Length	AADT	QA	4Tire	Bus				QC	Hour	QK	Factor	AAWDT	QW	Year
			From:		77-608		1							
1.86	370	F	93%	0%		2%	0%	С	0.088	F	0.611	380	F	2002
			To: From:		77-752		-							
0.11	350	F	93%	0%	3% 2%	2%	0%	F	0.088	F	0.629	360	F	2002
						T .								
0.70	110	R	r tolii.		Wythe County	Line			NA			NA		1999
			To		77-607									
			From:		Wythe County	Line								
1.23	80	R	To:		SR 100 SOL	ГН			NA			NA		02/21/200
			From:											
1.34	200	R							NA			NA		1999
1.00			From:		77-653 WES	ST	-		NIA			NIA		1000
1.00	60	ĸ							INA			NA		1999
1 10	290	R	From:		77-658				NA			NA		1999
			To:		77_653 FAS	Т								
0.60	80	R	From:		77 033 EFRE	-			NA			NA		02/21/200
			To:		Dead End									
4.40	60	_	From:		Wythe County	Line			NIA			NIA		00/07/00/
4.10	60	ĸ	. —						NA			NA		02/27/200
1 60	330	R	From:		77-758				NΔ			NΑ		02/27/200
1.00		• • • • • • • • • • • • • • • • • • • •	To		SCL Pulask	i								02/2//200
			From:		77-694									
1.56	5400	F	97%	0%	1% 1%	1%	0%	С	0.107	F	0.67	5500	F	2002
4.77	4400		From:	00/	FR-47	40/	00/		0.44		0.55	4.400		0000
1.77	1400	-	9/%	0%		1%	0%	F	0.11	F	0.55	1400	F	2002
1 56	1700	F	From: 97%	0%		1%	0%	F	0 103	F	0.536	1700	F	2002
1.00			To:			170			0.100		0.000	1100	•	2002
2.97	880	F	97%	0%		1%	0%	F	0.100	F	0.561	900	F	2002
			To:		77-626		-							
0.56	340	R	Trom.						NA			NA		1999
			To: From:		77-799		-							
0.75	20	R	To:		Montgomory Cour	aty Lina	1		NA			NA		1999
						ity Line	<u>_</u>							
0.40	6	R			Dead End				NA			NA		03/13/200
			To:		0.40 ME Dead	End	F							
1.00	120	R							NA			NA		03/13/200
0.46	50	R	From:		77-693				NA			NA		03/07/200
0.40		•••	To:		77 610									20.017200
2.27	100	R	From:		//-019				NA			NA		1995
			To-		2.28 ME 77-0	519	<del></del> -							
0.04	100	R	riom:						NA			NA		1995
			To: From:		77-664									
0.04	340	F	99%	1%	0% 0%	0%	0%	С	0.113	F	0.762	340	F	2002
	1.86 0.11 0.70 1.23 1.34 1.80 1.10 0.60 4.10 1.60 1.56 1.77 1.56 2.97 0.56 0.75 0.40 1.00 0.46 2.27	1.86 370 0.11 350 0.70 110 1.23 80 1.34 200 1.80 60 1.10 290 0.60 80 4.10 60 1.60 330 1.56 5400 1.77 1400 1.56 1700 2.97 880 0.56 340 0.75 20 0.40 6 1.00 120 0.46 50 2.27 100	1.86 370 F  0.11 350 F  0.70 110 R  1.23 80 R  1.34 200 R  1.80 60 R  1.10 290 R  0.60 80 R  4.10 60 R  1.60 330 R  1.56 5400 F  1.77 1400 F  1.77 1400 F  2.97 880 F  0.56 340 R  0.75 20 R  0.40 6 R  1.00 120 R  0.46 50 R	1.86 370 F 93%  0.11 350 F 93%  0.70 110 R  1.23 80 R  1.34 200 R  1.80 60 R  1.10 290 R  0.60 80 R  1.60 330 R  1.56 5400 F 97%  1.77 1400 F 97%  1.56 1700 F 97%  2.97 880 F 97%  2.97 880 F 97%  0.56 340 R  1.00 120 R  1.00 120 R  1.00 R	1.86 370 F 93% 0%  0.11 350 F 93% 0%  0.70 110 R  1.23 80 R  1.34 200 R  1.80 60 R  1.10 290 R  1.10 60 R  1.60 330 R  1.56 5400 F 97% 0%  1.77 1400 F 97% 0%  1.56 1700 F 97% 0%  2.97 880 F 97% 0%  0.56 340 R  1.00 120 R  1.00 120 R  1.00 R	Length AADT   QA   4Tire   Bus   2Axle   3+Ax     1.86   370   F   93%   0%   3%   2%     0.11   350   F   93%   0%   3%   2%     0.11   350   F   93%   0%   3%   2%     0.70   110   R	Length   AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail	Length AADT   QA   4Tire   Bus   2Axle   3+Axle   1Trail   2Trail	1.86	Length   AADT   QA   4Tire   Bus   2Axle 3+Axle   1Trail   2Trail   QC   Hour	Length AADT   QA   4   Ire   Bus   2   2   2   2   1   1   1   1   1   1	Length AAJT   QA   4     EUS   2AAde 3+Axde 1   Trail   2Trail   QC   Hour   QR   Factor	Length   AADI   QA   4	Length AAD1   GA   41   Fe   Bus   2Aske 3+Aske 1Trail   2Trail   CC   Hour   GK   Factor   AAVI   GW   GW   GW   GW   GW   GW   GW   G

					Pt	Jiaski Mair										
Route	Length	AADT	QA	4Tire	Bus	2Axle 3				ινι,	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77	-617		1							
(614)	0.70	60	R	_							NA			NA		03/13/2002
				To:			d End									
615	0.60	120	R	From:		77	-611				NA			NA		1999
<u>(615)</u>	0.00			To:		0.60 M	N 77-61	1								
(615)	0.45	60	R	From:		0.00 141	14 //-01.				NA			NA		03/26/200
				To:		Dea	d End									
	0.20	20	R	From:		77	-600				NA			NA		03/13/200
616)	0.20	20	K	To:		Dea	d End				INA			INA		03/13/200
				From:			-747									
617)	0.08	1100	F	99%	0%	0%	0%	0%	0%	F	0.1	F	0.522	1200	F	2002
				To: From:			S 11		-							
617)	0.90	1300	F	99%	0%	0%	0%	0%	0%	С	0.099	F	0.597	1300	F	2002
	2.42	620	F	From:	00/	77- 0%	-1062	00/	0%		0.101	F	0.522	640	F	2002
617)	3.43	630	Г	99% To:	0%		0% 7 EAST	0%	0%	F	0.101	Г	0.533	640	г	2002
				From:			7 WEST									00/0=/000
617	2.50	40	R								NA			NA		02/25/2002
	0.20	420	R	From:		2.50 M	N 77-62	7			NIA			NIA		02/20/200
617)	0.30	120	ĸ								NA			NA		03/20/2002
617	0.24	250	R	From:		77	-614				NA			NA		03/20/200
617)	0.21		• • • • • • • • • • • • • • • • • • • •	To:		77	-600				107					00/20/200
				From:		77	-636									
618)	0.25	130	R	т							NA			NA		03/05/200
				To:			d End									
(619)	3.33	90	R			-77	-693				NA			NA		1999
(019)				To:			5 WEST									
(a)	1.00	280	R	From:		77-60	5 EAST				NA			NA		03/07/200
(619)	1.00	200		To:		77	-613				IVA			14/-3		03/01/200
				From:		77	-665									
(620)	1.60	330	R								NA			NA		03/07/2002
				To: From:		Montgomer		Line								
621)	0.34	930	R	Pioni.		-77	-622				NA			NA		03/13/200
021)				To:		77	-776		Į.							
621)	0.50	420	R	From:		,,	770		I		NA			NA		03/13/200
				To:		77	-679									
$\bigcirc$	0.47	20	_	From:		Dea	d End				NIA			NIA		00/44/000
622	0.47	20	R								NA			NA		03/11/2002
<u></u>	0.04	180	R	From:		77	-705				NA			NA		03/11/2002
622	0.04	100		To		77	(21				INA			14/5		00/11/2002
622)	0.23	1200	R	From:		//	-621				NA			NA		03/11/2002
				To:		77	-724		<u> </u>							
622)	0.03	1700	R	From:							NA			NA		03/11/2002
				To: From:		77	-685									
622	0.07	1700	R								NA			NA		03/11/2002
				From:		77	-715									
622	0.22	1800	R				. 605				NA			NA		03/11/200
				To:		77	-695									

						ulaski ivlali ileriari	00700								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77-600		1							
623	1.39	960	R			.,				NA			NA		03/13/200
				To: From:		Radford Army Amm	o Plant	}							
623	0.36	30	R							NA			NA		03/13/200
	0.25	30	R	From:		0.36 ME of Plan	nt			NA			NA		03/13/200
623	0.23	30		To:		Dead End				INA			IVA		03/13/200
				From:		77-798									
624)	0.89	1100	F	99%	0%	0% 0%	0%	0%	С	0.096	F	0.5	1100	F	2002
	2.25	1000	F	From: 99%	0%	US 11 0% 0%	0%	0%	F	0.101	F	0.548	1000	F	2002
624)	2.20	1000	г	99 76 To:	0%	77-600	0%	070	Г	0.101	Г	0.546	1000	Г	2002
				From:		77-627									
625	1.50	450	R							NA			NA		03/13/200
				To:		77-624									
(626)	3.47	1100	F	97%	0%	77-611 1% 2%	0%	0%	F	0.099	F	0.689	1100	F	2002
(626)	0.41	1100		To:	070	77-798	070			0.000		0.000	1100		2002
(626) (626)	0.62	1500	F	97%	0%	1% 2%	0%	0%	С	0.094	F	0.665	1500	F	2002
				To:		US 11									
$\bigcirc$	0.00	4000	_	From:		SR 100									00/05/00
(627)	3.80	1000	R							NA			NA		02/25/200
627) 627)	1.67	920	F	From: 99%	0%	77-617 EAST	0%	0%	С	0.1	F	0.6	940	F	2002
621)	1.07	320	•	To:	0 70	77-600	070	070	0	0.1	•	0.0	340		2002
				From:		SR 100									
(628) (628)	1.76	50	R							NA			NA		02/25/200
	0.44	40		From:		Jefferson For Bn	dy								00/05/00
(628)	0.44	10	R	To:		Dead End		1		NA			NA		02/25/200
				From:		77-747									
629	0.20	70	R							NA			NA		03/28/200
				From:		0.20 ME 77-74	7								
629	0.60	40	R	To:		D 1E 1				NA			NA		03/28/200
				From:		Dead End US 11									
(630)	0.35	550	R	<u> </u>		0311				NA			NA		03/20/200
				To:		SR 114									
$\bigcirc$			_	From:		77-619									00/0=/00/
(631)	0.80	30	R	To:		77-605		1		NA			NA		03/07/200
Town of Dublin															
	0.44			From:		77-747									00/00/00
632	0.11	590	R	P						NA			NA		03/26/200
(m)	0.06	500	R	From:		77-1032				NA			NA		03/28/200
632)	0.00	300		To:		77 1007				11/7			INA		00/20/200
632)	0.12	350	R	From:		77-1007				NA			NA		03/28/200
632				To:		77-9927									
632	0.02	420	R	From:						NA			NA		03/28/200
				To: From:		77-1031									
632	0.06	400	R							NA			NA		03/28/200
				To:		77-1035									

					ı u	iaski iviairiteriarice A	ica								
Route	Length	AADT	QA	4Tire	Bus	Truck- 2Axle 3+Axle 17			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		77-1035		1							
632)	0.06	420	R			77-1033				NA			NA		03/28/2002
				To: From:		77-1038									00/00/000
632	0.05	330	R	To:		ECL Dublin				NA			NA		03/28/2002
Pulaski County				From:		70. 7.11									
(632)	0.29	310	R	F10111		ECL Dublin				NA			NA		03/28/2002
<u> </u>				To:		77-1030									
(22)	0.07	900	R	From:		67-747				NA			NA		03/26/2002
633	0.07		- 1	To:		US 11				IVA			IVA		00/20/2002
(633)	0.07	750	R	From:						NA			NA		03/20/2002
				To:		ECL Dublin									
Town of Dublin				From:		ECL Dublin									
633	0.03	700	R							NA			NA		03/20/2002
	0.06	700	R	From:		77-1005				NA			NA		03/20/2002
633	0.00	700		To:		NCL Dublin				IVA			IVA		00/20/2002
Pulaski County				From:		No. P. IV									
633)	0.17	620	R	rioiii.		NCL Dublin				NA			NA		03/20/2002
				To- From:		77-1018		⊒							
633	0.06	450	R							NA			NA		03/20/2002
	0.10	320	R	To: From:		77-1017				NA			NA		03/20/2002
633	0.10	320	K	To:		77-1046				INA			INA		03/20/2002
$\overline{}$				From:		77-641									
634)	0.50	10	R	To:		Dead End				NA			NA		02/25/2002
				From:		Dead End									
635	0.42	100	R	To:		CCI Dublin				NA			NA		03/20/2002
Town of Dublin						SCL Dublin									
	0.00	222	_	From:		SCL Dublin									00/00/000
635)	0.06	600	R	To:		CD 100		_		NA			NA		03/20/2002
635)	0.05	450	R	From:		SR 100				NA			NA		03/28/2002
				To:		77-747									
Pulaski County				From:		NCL Pulaski		1							
636)	1.51	1100	F	97%	0%		% 0	%	F	0.096	F	0.538	1100	F	2002
	1 70	020		From:	00/	77-639 SOUTH	0/ 0	0/		0.1		0.51	020		2002
636	1.78	920	F	97%	0%	1% 1% 1 77-744	% 0	%	С	0.1	F	0.51	930	F	2002
636)	0.63	610	F	From: 97%	0%		% 0	%	F	0.132	F	0.644	620	F	2002
				To: From:		77-643 SOUTH		$\Box$							
636	0.54	220	F	97%	0%		% 0	%	F	0.1	F	0.615	220	F	2002
	3.01	100	R	From:		77-643 NORTH		<u></u>		NA			NA		03/26/2002
636)	3.01	100	- 1	To:		77-637		— <u>]</u> _		14/7			INA		33/20/2002
636)	3.26	770	R	From:						NA			NA		03/20/2002
				To		SR 100									

						ulaski iv	annenanc	c / li ca								
Route	Length	AADT	QA	4Tire	Bus		True 3+Axle			$\cap$ C	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:			77-636		1							
637)	0.40	50	R	<u> </u>			77-030				NA			NA		02/27/2002
				To: From:			77-680									00/07/000
637)	0.60	20	R	To		]	Dead End		1		NA			NA		02/27/2002
				From:			Dead End		1							
638)	0.38	90	R	_							NA			NA		1999
				Tn·			US 11									
(620)	0.70	180	R	From:			Dead End				NA			NA		1999
639				To:		77-	738 NORTH									
(20)	0.83	1300	R	From:		77-	738 SOUTH				NA			NA		03/05/200
639	0.00	1000		To:		77-	636 SOUTH				INA			INA		03/03/200
$\bigcirc$	4.40	050	_	From:			636 NORTH				NIA			NIA		4000
639	1.40	650	R	To:			77-643		1		NA			NA		1999
				From:			77-674									
640	3.60	330	R				,, ,,,,				NA			NA		03/05/2002
$\bigcup$				To: From:			-738 WEST -738 EAST									
640	0.27	150	R			- //	-/36 EAS1				NA			NA		1999
				To: From:			77-646									
640	0.30	40	R								NA			NA		02/27/2002
				To:			Dead End									
	2.80	100	R	From:		]	Dead End				NA			NA		02/25/2002
641)	2.00	100	K	To:			77-738				INA			INA		02/23/2002
				From:		77-	-676 WEST									
642	0.45	110	R	_							NA			NA		03/28/2002
				To:		77	-676 EAST									
	0.77	1800	F	From:			77-611				0.137	F	0.583	1900	F	2002
643)	0.77	1000	•	To:			77 1075				0.137	'	0.303	1900	ļ	2002
643	0.26	4800	F	From:			77-1075				0.117	F	0.655	4900	F	2002
040				To:			77-683									
643)	1.58	7500	R	From:			,, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,				NA			NA		1999
$\bigcup$				To: From:			S 11 EAST S 11 WEST									
(643)	0.82	2300	F	98%	1%	1%	0%	0%	0%	С	0.091	F	0.654	2300	F	2002
0,0				To:			77-1102									
643	2.58	830	F	98%	1%	1%	0%	0%	0%	F	0.107	F	0.649	840	F	2002
				To: From:		77-	636 SOUTH 636 NORTH									
(643)	4.50	40	R	<u> </u>		/ /-	330 NOK111				NA			NA		02/27/2002
0.0				To:			77-601									
$\bigcirc$				From:			77-611									
644)	1.14	370	R	To:		ED	-47 SOUTH				NA			NA		1999
				From:		FR-	-47 SOUTH -47 NORTH									
(644)	0.47	260	R	_							NA			NA		1999
				From:			77-787									
644)	0.20	480	R								NA			NA		1999
		•••		To: From:			77-788									
644)	0.70	280	R	To:			77-763				NA			NA		1999
							//-/03									

					Pulaski Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir Factor	AAWDT	QW	Year
Pulaski County				From:	77-763						
644)	0.40	20	R			NA			NA		03/26/2002
				To-	Dead End						
	1.22	1200	R	From:	77-636	NA NA			NA		03/05/2002
645)	1.22	1200	K	To:	US 11	]			INA		03/03/2002
				From:	77-738						
(646)	0.63	130	R	<u> </u>		NA			NA		1999
				To:	77-640						
$\bigcirc$				From:	Dead End						
647)	0.07	30	R			NA			NA		1999
				From:	77-1135						
647	0.18	180	R	To:		NA 1			NA		1999
					77-636	<u> </u>					
	0.22	580	R	From:	NCL Pulaski	NA NA			NA		03/05/2002
648	0.22	300	K			11/74			INA		03/03/200/
	0.25	70	R	From:	77-722	NA			NA		03/05/2002
648	0.23	70	K	To:	77-636	]			INA		03/03/2002
				From:	77-674	1					
649	0.60	140	R	<u> </u>	77 07 .	NA			NA		03/05/200
				To:	77-730	1					
649	0.58	420	R	From:	77 730	NA			NA		03/05/200
				To-	77-738						
				From:	Dead End						
650	1.25	220	R			NA			NA		02/27/2002
				To:	SCL Pulaski						
	0.37	100	R	From:	Dead End	NA NA			NA		1999
651)	0.37	100	K	_		INA			INA		1999
	0.79	320	R	From:	77-840	NA			NA		1999
651)	0.79	320	K			11/7			INA		1999
(F)	0.15	320	R	From:	0.79 MW 77-840	NA			NA		1999
651)	0.13	320	1	т		1			INA		1000
(651)	0.03	320	R	From:	77-838	NA			NA		1999
(651)	0.00	020		To:	77-658	]			147 (		1000
				From:	FR-47						
652	1.00	60	R	-		NA			NA		1999
				To: From:	1.00 ME FR-47						
652	0.85	20	R			NA			NA		02/21/2002
				To: From:	SR 100 SOUTH						
652	1.26	150	R	··	FR 47 Near SR 100 NORTH	NA NA			NA		02/21/200
(032)				To:	77-654	]					
				From:	77-609						
653	1.50	130	R	-		NA			NA		1999
				To:	1.50 MS 77-609						
653	3.00	130	R			NA			NA		02/21/200
				To:	77-609						
				From:	FR-44						
654)	2.80	310	R			NA			NA		1999
				From:	SR 100	<u> </u>					
654)	2.11	200	F	99%	0% 1% 0% 0% 0%	C 0.101	F	0.546	200	F	2002
				To:	77-658						

					FL	JIASKI IVIAITILEHATI	e Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Axle			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		Dead End		ī							
655)	0.60	140	R	<u> </u>		Dodd End				NA			NA		1999
				To: From:		77-693									
655	0.22	20	R	To		D 1F 1				NA			NA		02/21/200
				From:		Dead End 77-693									
656	1.20	100	R			77-093				NA			NA		1999
				To		Dead End									
$\bigcirc$			_	From:		77-658									00/04/000
657)	0.30	50	R	To:		Dead End				NA			NA		02/21/200
				From:		77-609		<u> </u>							
658)	2.90	330	F	96%	0%	3% 0%	1%	0%	F	0.104	F	0.693	340	F	2002
				To: From:		77-654		ŀ							
658	1.28	690	F	96%	0%	3% 0%	1%	0%	F	0.102	F	0.594	700	F	2002
				To: From:		77-651									
658)	0.45	1200	F	96% To:	0%	3% 0%	1%	0%	С	0.094	F	0.631	1200	F	2002
				From:		FR-47									
659	0.70	20	R	110		Dead End				NA			NA		02/21/200
000)				To:		77-693									
				From:		Dead End									
660 Claytor Lake State Park	0.26	80	R							NA			NA		1999
				To: From:		Claytor Lake State									
(660)	4.45	2200	F	98%	0%	0% 0%	1%	0%	F	0.084	F	0.549	2300	F	2002
	0.72	3100	F	From: 98%	0%	77-661	1%	0%	F	0.086	F	0.645	3200	F	2002
660	0.73	3100	г	90%	0%	0% 0%	1 70	0%	Г	0.000	Г	0.645	3200	г	2002
(660)	0.53	3500	F	From: 98%	0%	77-806 0% 0%	1%	0%	С	0.089	F	0.656	3600	F	2002
(660)	0.00	0000	•	To:	070	I-81	170			0.000		0.000	0000		2002
660	0.47	2300	F	From: 98%	0%	0% 0%	1%	0%	F	0.163	F	0.739	2300	F	2002
000				To-		77-611									
				From:		77-660									
661	1.58	600	F	99%	0%	0% 0%	0%	0%	С	0.093	F	0.65	610	F	2002
				From:		77-611									
662	2.61	750	R	110		//-011				NA			NA		1999
002)				To:		Dead End									
$\widehat{}$				From:		Dead End									
663)	4.20	680	R	To:		77.605				NA			NA		1999
				From:		77-605									
(664)	1.26	550	F	99%	0%	77-613 0% 0%	0%	0%	С	0.101	F	0.667	560	F	2002
004)			-	To:	- / •	77-605					-				<b></b>
				From:		Dead End									
665)	2.59	20	R							NA			NA		03/07/2002
				To: From:		2.60 MN Dead E	nd								
665)	1.01	140	R							NA			NA		03/07/2002
	0.00	040		From:		77-704				N I A			NI A		02/07/000
665	2.00	210	R	To:		77-693				NA			NA		03/07/2002
				From:		77-619		I							
666	0.10	NA		<u> </u>		,, 01)				NA			NA		
				To:		Dead End									

					Pu	laski Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:										
(007)	0.38	20	R	rioiii.		77-693			NA			NA		02/21/2002
(667)	0.50	20		To:		Dead End			INA			IVA		02/21/200/
				From:		77-669	Ī							
668	0.80	20	R						NA			NA		03/07/200
				To:		Dead End								
$\widehat{}$				From:		77-693								
669	1.82	280	R	. —					NA			NA		1999
				To:		Dead End								
	0.89	70	R	From:		Dead End			NA			NA		02/21/200
670	0.69	70	K	_					INA			INA		02/21/200
	0.11	00		From:		0.89 MS Dead End			NIA			NIA		00/04/000
670	0.11	80	R	To:		77-672 SOUTH			NA			NA		02/21/200
				From:		77-672 NORTH								
670	0.67	480	R						NA			NA		1999
				To: From:		77-671	-							
670	0.90	110	R	riom:					NA			NA		1999
				To:		Dead End								
				From:		77-670								
671)	1.65	290	R						NA			NA		1999
				To: From:		77-1240								
671)	0.35	10	R						NA			NA		1999
				To:		Dead End								
	0.45	00	_	From:		Dead End			N.1.A			NIA		4000
672	0.15	60	R	To:		FR-47 NORTH	1		NA			NA		1999
				From:		FR-47 SOUTH								
672	3.65	2400	F	98%	0%	1% 1% 1%	0%	С	0.086	F	0.65	2400	F	2002
				To:		77-693 SOUTH								
	2.09	50	R	From:		77-693 MID			NA			NA		1999
672	2.09	50	K	To:		77-693 EAST			INA			INA		1999
				From:		77-693 NORTH								
672	0.66	20	R						NA			NA		02/21/200
				To:		Dead End								
				From:		77-649								00/07/000
673	0.30	90	R	To:		22 252 WOLD 1 1:			NA			NA		03/05/200
				10.		77-753 WCL Pulaski								
	0.90	230	В	From:		Dead End			NA			NA		03/05/200
674	0.90	230	R						INA			INA		03/05/200
	0.07	4000		From:		77-640			NIA			NIA		02/05/200
674)	0.67	1000	R	To:		NCL PULASKI			NA			NA		03/05/200
				From:										
675)	0.80	160	R	riom.		77-693			NA			NA		1999
(675)	0.00	100	1	To:		Dead End			INA			INA		1999
				From:		77-798	i							
676)	0.46	120	R	<u> </u>		11-170			NA			NA		03/28/200
				To:		77-624								
676	0.53	120	R	From:		/ /-024			NA			NA		03/28/200
676	0.00	.20		To:		Dead End			. 4/ 1			. 17.1		30,20,200
				From:		77-600	l							
677)	0.10	20	R	<u> </u>		, ,-000			NA			NA		03/13/200
				To:		Dead End								
										_				

					Pu	laski Maintenance	e Area							
Route	Length	AADT	QA	4Tire	Bus	Truc 2Axle 3+Axle		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:										
679	1.30	2000	R	110m.		Cul-de-Sac			NA			NA		03/13/2002
	0.45	0.400	_	To: From:		77-1204			NIA			NIA.		00/40/0000
679	0.15	2400	R	To:		SR 114			NA			NA		03/13/2002
				From:		77-637								
680	0.10	10	R						NA			NA		02/25/2002
				To:		Dead End								
(691)	0.26	80	R	From:		Dead End			NA			NA		03/15/2002
681)	0.20			To:		77-600								00/10/2002
				From:		77-611								
682	0.85	2900	R			ap 100			NA			NA		1999
				From:		SR 100	<u>l</u>							
683	1.31	2700	R	Floin.		77-643			NA			NA		03/20/2002
				To:		SR 100								
683	0.27	1100	R	From:					NA			NA		1999
				To:		Dead End								
	0.14	80	_	From:		77-715 SOUTH			NIA			NIA		02/42/2002
684)	0.14	60	R	To:		77-715 NORTH			NA			NA		03/13/2002
				From:		77-622								
685	0.11	30	R						NA			NA		03/11/2002
				To: From:		Dead End Gap Termi	nus							
685)	0.07	30	R						NA			NA		03/11/2002
				To:		77-715								
	0.46	45	R	From:		77-693			NA			NA		02/21/2002
686	0.40	43	K	To:		Dead End			INA			INA		02/21/2002
				From:		77-606								
(687)	0.10	260	R						NA			NA		03/13/2002
				To: From:		0.10 MN 77-606								
(687)	0.22	100	R						NA			NA		03/13/2002
				To:		Dead End								
Town of Dublin				From:		77-1006								
(688)	0.13	330	R	_					NA			NA		1995
				To:		77-632								
	0.24	130	R	From:		Dead End			NA			NA		03/26/2002
(689)	0.24	130	IX	To:		77-747			INA			INA		03/20/2002
Pulaski County														
	0.00	000	_	From:		77-605 SOUTH			NIA			NIA		00/07/0000
(690)	2.60	830	R	To:		77-605 NORTH			NA			NA		03/07/2002
				From:		77-003 NORTH	Ī							
(691)	0.20	20	R			. 1 102			NA			NA		02/25/2002
$\overline{}$				To: From:		0.20 ME 77-759								
(691)	0.30	6	R						NA			NA		02/25/2002
				To:		Dead End								
	4.00	40	_	From:		77-693			NIA			h 1 A		00/04/0000
692	1.00	10	R	To:		Dead End	<del></del> 1		NA			NA		02/21/2002
						Dodu Eliu								

					Pt	ulaski Maintena	ince Area								
Route	Length	AADT	QA	4Tire	Bus	2Axle 3+Ax			- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		Carroll County	Lina	ı							
693)	3.46	280	R			Carroll County	Line			NA			NA		1999
				To: From:		77-721									
693	1.15	360	F	97%	1%	1% 0%	1%	0%	F	0.077	F	0.677	370	F	2002
	2.70	500	F	From:	1%	77-736	1%	0%	F	0.005	F	0.501	F10	F	2002
693)	2.79	500	г	97%	170	1% 0%	170	U%	Г	0.095	Г	0.591	510	Г	2002
693)	4.00	1100	F	97%	1%	77-777 1% 0%	1%	0%	С	0.083	F	0.546	1100	F	2002
093)			•	To		77-672 SOU				0.000	•	0.0.0		•	
693)	1.28	1200	F	97%	1%	1% 0%		0%	F	0.097	F	0.576	1200	F	2002
				To: From:		77-669		ŀ							
693)	0.63	1000	F	97%	1%	1% 0%	1%	0%	F	0.09	F	0.595	1000	F	2002
				To: From:		77-619									
693)	1.12	840	F	97%	1%	1% 0%	1%	0%	F	0.092	F	0.5	850	F	2002
				From:		77-605									
693)	3.78	580	F	97%	1%	1% 0%	1%	0%	F	0.094	F	0.584	590	F	2002
	0.70	0.40		From:	40/	77-665	40/	00/		0.007		0.040	050		0000
693)	0.73	840	F	97% To:	1%	1% 0%		0%	F	0.087	F	0.643	850	F	2002
				From:	1110	77-611 NECL I									
694)	0.47	450	R			// OII NECE I	uiuski			NA			NA		1999
				To:		Dead End	l								
$\bigcirc$				From:		SR 114 WE	ST								
695	0.34	2000	R	To		SR 114 EA	ST.	1		NA			NA		03/11/200
				From:		Dead End									
(696)	0.10	40	R			Dead Ene				NA			NA		03/28/200
				To:		77-624									
				From:		Dead End	l								
697	1.77	160	R	To:		77-611				NA			NA		03/26/200
				From:		Dead End No	orth								
(698)	0.20	70	R			Dead Elid IV	лиг			NA			NA		02/25/200
				To:		77-627									
(698)	0.70	60	R	From:		,, ,,				NA			NA		02/25/200
$\bigcup_{i=1}^{n}$				To:		Dead End So	outh								
$\bigcirc$	0.45		_	From:		ECL Pulas	ki								00/07/000
699	0.45	70	R							NA			NA		02/27/200
	0.17	90	R	From:		0.45 MN OF ECI	Pulaski			NA			NA		1999
699	0.17	90	K	To:		Dead End	l			INA			INA		1999
				From:		77-703		i							
700	0.10	220	R							NA			NA		03/11/200
				To:		77-713									
700	0.06	420	R							NA			NA		03/11/200
				To:		SR 114									
704	0.14	280	R	From:		77-715				NA			NA		03/11/200
701)	0.14	200	Λ.	т		=====				11/7			INA		00/11/200
(701)	0.07	380	R	From:		77-713				NA			NA		03/11/200
701)	0.01			To:		77-695									20.111200
				From:		77-715 SOU	TH								
702	0.25	160	R	_						NA			NA		03/11/200
$\overline{}$				To:		77-715 NOR	TH								

Part						Pu	ilaski Ma	intenanc	e Area								
Triangle	Route	Length	AADT	QA	4Tire	Bus					O.C.	Peak Hour	QK		AAWDT	QW	Year
100	Pulaski County				From:		77 71	5 NODTI	r								
0.15   1200   R	702	0.07	1000	R			//-/1	3 NOKIT	ı.			NA			NA		03/11/200
SR114	$\overline{}$	0.45	4000		To: From:			77-703				NIA			NIA		00/44/000
170   170	(702)	0.15	1200	К	To:			R 114			1	NA			NA		03/11/200
100																	
Total   Tota	703)	0.12	170	R	<u> </u>							NA			NA		03/11/2002
Total   Tota	(703)	0.07	190	R	From:			77-700				NA			NA		03/11/2002
Total   Tota		0.04	80	R	From:		77-7	14; 77-716				NA			NA		03/11/2002
1.00   310   R					To:		7	77-714									
704) 1.00 310 R 77-665 77-665 77-693 SOUTH NA NA NA 03/07/200 NA NA NA 03/11/200 NA NA NA 03/11/200 NA NA NA 03/26/200	(703)	0.15	80	R	r tom:							NA			NA		03/11/200
Total   1.00   310   R					To:		7	77-713									
704 0.30 250 R 77-499 SOUTH 77-499 SOUTH 77-499 SOUTH 77-499 SOUTH 77-499 SOUTH 77-499 SOUTH NA NA 03/07/200					From:		7	77-665									
704 0.30 250 R 77-695 NORIII NA NA 03/07/200  706 0.04 48 R Dead End NA NA 03/11/200  707 0.07 100 R 77-7012 NA NA NA 03/26/200  707 0.06 80 R 77-7012 NA NA NA 03/26/200  707 0.06 80 R 77-7012 NA NA NA 03/26/200  708 1.05 40 R 8 NA NA 02/21/200  709 1.05 40 R NA NA 02/21/200  710 0.45 520 F 99% 0% 1% 0% 0% 0% 0% 0% 0 NA NA 02/21/200  710 1.05 920 F 99% 0% 1% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	(704)	1.00	310	R	. —						1	NA			NA		03/07/2002
Total   Tota																	
77.619	(704)	0.30	250	R			77-02	3 NORTH				NA			NA		03/07/2002
Town of Dublin	(104)				To:		7	77-619									
Town of Dublin				From:		-	77-622										
Town of Dublin   (705)	0.04	48	R								NA			NA		03/11/2002	
Time					To:		D	ead End									
Triangle	Town of Dublin																
77-1012  77-1011  77-1011  77-1011  77-1012  77-1012  77-1012  77-1012  77-1012  77-1012  NA NA NA 03/26/200  NA NA 03/26/200  Pulaski County  708  1.00  90  R		0.40	00	_	From:			77-707				N1.0			NIA		00/00/000
707 0.07 100 R 777-1011 NA NA 03/26/200  707 0.06 80 R 7 777-1012 NA NA NA 03/26/200  708 1.00 90 R 7 NA NA NA 02/21/200  709 1.05 40 R 7 NA NA NA 02/21/200  709 1.05 40 R 7 NA NA NA 02/21/200  710 6.09 300 R NA NA NA 02/21/200  710 1.05 920 F 99% 0% 1% 0% 0% 0% 0% C 0.091 F 0.539 530 F 2002  710 1.05 920 R 99% 0% 1% 0% 0% 0% 0% F 0.087 F 0.556 940 F 2002  711 1.41 230 R NA NA NA 1999  712 0.15 50 R NA NA NA 1995  713 Dead End NA NA NA 1995  714 1.50 100 R NA NA NA 1995  715 Dead End NA NA NA 1995  716 NA NA NA 1995  717 NA NA NA NA 1995	(706)	0.12	30	K	To:		7	7 1012			I	NA			NA		03/26/200
707																	
707 0.06 80 R	707	0.07	100	R	riom.		/	/-1011				ΝΔ			ΝΔ		03/26/200
707	(707)	0.07	100	K	_							INA			INA		03/20/2002
Pulaski County    708	$\bigcirc$	0.00	00		From:			77-706				NIA			NIA		02/20/2004
Pulaski County   Tree   Tri-693	(707)	0.06	00	ĸ	To:		7	7-1012			I	INA			NA		03/20/2002
To   To   To   To   To   To   To   To	D. L. L. C.						,	7-1012									
To   Dead End   NA   NA   O2/21/200	Pulaski County				From:		-	77-693									
Dead End   NA	(708)	1.00	90	R								NA			NA		02/21/200
709 1.05 40 R					To:		D	ead End									
To T7-654    To T7-654   To T7-654   To T7-745   To T7-745   To T7-745   To T7-745   To T7-745   To T7-782   To T7-738   To T7					From:		S	R 100									
The column   The	(709)	1.05	40	R								NA			NA		02/21/200
To   To   To   To   To   To   To   To					To:			77-654									
Total   Tota					From:		De	ead End									
Total   Tota	(710)	6.09	300	R								NA			NA		02/27/2002
To   Dead End   Dea					To: From:			77-745									
To   Post   To   Post   To   Post   To   Post   To   Post   Post   Post   To   Post	(710)	0.45	520	F	99%	0%	1%	0%	0%	0%	С	0.091	F	0.539	530	F	2002
To   Prom   Pr					To:		-	77-782									
711) 1.41 230 R 77-738 NA NA 1999  711) 1.60 100 R NA NA 02/25/200  712) 0.15 50 R NA NA NA 1995  713) 0.15 10 R NA NA NA 02/21/200	(710)	1.05	920	F	99%	0%	1%	0%	0%	0%	F	0.087	F	0.556	940	F	2002
711 1.41 230 R NA NA 1999  711 1.60 100 R NA NA 02/25/200  712 0.15 50 R NA NA NA 1995  712 0.15 10 R					To:		WC	L Pulaski									
711)  1.60  100  R  1.40 MN 77-738  NA  NA  NA  02/25/200  To:  Dead End  From:  77-609  NA  NA  NA  1995  712)  0.15  10  R  NA  NA  NA  NA  NA  NA  02/21/200					From:		7	77-738									
711)  1.60  100  R  1.40 MN 77-738  NA  NA  NA  02/25/200  To:  Dead End  From:  77-609  NA  NA  NA  1995  712)  0.15  10  R  NA  NA  NA  NA  NA  NA  02/21/200	(711)	1.41	230	R								NA			NA		1999
712) 0.15 <b>50</b> R NA NA 1995  712) 0.15 <b>10</b> R NA NA 02/21/200					From:		1.40 1	MN 77-738	3								
712) 0.15 <b>50</b> R NA NA 1995  712) 0.15 <b>10</b> R NA NA 02/21/200	(711)	1.60	100	R					_	_	•	NA			NA		02/25/2002
712 0.15 <b>50 R</b> NA NA 1995 712 0.15 <b>10 R</b> NA NA 02/21/200					To:		D	ead End		]							
(712) 0.15 <b>10 R</b> 0.15 MN 77-609 NA NA 02/21/200	$\overline{}$				From:			77-609									
(712) 0.15 <b>10 R</b> 0.15 MN 77-609 NA NA 02/21/200	(712)	0.15	50	R								NA			NA		1995
(712) 0.15 <b>10 R</b> NA NA 02/21/200					To: From:		0.15 1	MN 77-609	)		<b>-</b>						
Tex Dead End	(712)	0.15	10	R					_			NA			NA		02/21/2002
					To:		D	ead End									

						ilaski ivialifiteriarice Are	-							
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Tra		- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77-700	1							
713)	0.24	40	R			77-700			NA			NA		03/11/200
	0.04	110	R	To: From:		77-703			NIA			NIA		02/11/20/
713)	0.04	140	ĸ	To:		77-701			NA			NA		03/11/20
	0.40			From:		77-703								00/44/00
714	0.12	30	R	To:		77-703; 77-716			NA			NA		03/11/20
				From:		US 11								
715)	0.53	1200	R				1		NA			NA		03/11/20
715) 715)	0.22	930	R	From:		77-702 SOUTH			NA			NA		03/11/20
				To: From:		77-702 NORTH								
715	0.08	440	R						NA			NA		03/11/20
	0.10	330	R	From:		77-716 WEST			NA			NA		03/11/20
715	0.10			To:		77-716 EAST			, .			. •/ `		30,71720
715)	0.07	340	R	From:		-			NA			NA		03/11/20
	0.07	250		To: From:		77-717			NIA			NIA		00/44/00
715)	0.07	350	R	To:		77-701	1		NA			NA		03/11/20
715)	0.06	320	R	From:		//-/01			NA			NA		03/11/20
				To: From:		77-622								
715)	0.07	180	R	_					NA			NA		03/13/20
	0.08	170	R	From:		77-685			NA			NA		03/13/20
715				To: From:		END LOOP								
715)	0.04	200	R						NA			NA		03/13/20
715)	0.04	240	R	From:		77-718			NA			NA		03/13/20
/15)	0.04	240		To:		77-723	1		INA			IVA		03/13/20
715)	0.10	370	R	From:		11 125			NA			NA		03/13/20
	2.24	400		To: From:		77-684 NORTH	ļ							00/40/00
715)	0.04	190	R	To:		DECDLI COD	1		NA			NA		03/13/20
715)	0.09	140	R	From:		BEGIN LOOP			NA			NA		03/13/20
				To: From:		LOOP END								
715)	0.20	60	R						NA			NA		03/13/20
715)	0.16	130	R	From:		77-684 SOUTH			NA			NA		03/13/20
719				To:		LOOP END								
	0.20	60	R	From:		77-715 WEST			NA			NA		03/11/20
716	0.20			To:		77-715 EAST			IVA			14/-1		00/11/20
716	0.07	100	R	From:					NA			NA		03/11/20
				To: From:		77-703; 77-714								
717)	0.04	30	R	rioill.		Dead End			NA			NA		03/11/20
				To		77-715								
749)	0.05	70	R	From:		Dead End			NA			NA		03/13/20
718)	0.00	10	11	To-		77-715	1		14/1			14/7		30/10/20

					Pulaski Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak I Hour	/ \k	Dir Factor	AAWDT	QW	Year
Pulaski County				From:	Dead End	1					
(719)	0.56	NA				NA			NA		
				To-	77-710						
<del>(200)</del>	0.55	80	R	From:	77-738				NA		03/05/200
720	0.55	00	K	To:	77-738	]			INA		03/03/200
				From:	77-693						
(721)	0.60	48	R			NA			NA		02/21/200
				To:	Dead End						
	0.70	400	_	From:	77-648				NIA		02/05/200
722	0.70	400	R	To:	77-793	NA T			NA		03/05/200
				From:	Dead End						
723	0.08	40	R		D viid Liid	NA			NA		03/13/200
				To: From:	77-715	1					
723	0.07	620	R	rioiii.		NA			NA		03/13/200
				To:	77-695						
$\bigcirc$	2.24		_	From:	Dead End						00/44/000
724	0.04	300	R	To:	77-622	NA T			NA		03/11/200
				From:	77-676						
725	0.23	200	R		//-0/0	J NA			NA		03/28/200
(723)				To:	77-624						
				From:	SR 100						
726	1.20	90	R			NA			NA		02/21/200
				To-	Dead End						
	0.90	20	R	From:	77-670	NA			NA		03/07/2002
(727)	0.90	20	K	To:	Dead End	]			INA		03/07/200
				From:	77-733						
728	0.50	160	R		77 755	NA			NA		02/25/200
				To:	Dead End						
				From:	Dead End						
729	0.63	80	R	To:	77 (20	NA			NA		03/07/200
				From:	77-620						
730	0.20	70	R	110111	77-649	J NA			NA		03/05/200
(730)				To:	Dead End	1					
				From:	SR 100						
(731)	1.94	370	R			NA			NA		02/27/2002
				To	Cul-de-Sac						
	0.35	40	В	From:	77-626	, NA			NIA		03/36/300
732	0.33	40	R	To:	Dead End	NA T			NA		03/26/2002
				From:	SR 100						
733	1.00	440	R		58.100	NA			NA		02/25/200
				To:	Dead End						
				From:	77-636	]					10.55
(734)	0.11	140	R	To:	0 11 MNI 77 727	NA T			NA		1999
				From:	0.11 MN 77-736 0.11 MN 77-636						
(734)	0.08	140	R	_		NA			NA		1999
				To:	77-618	<u> </u>					
$\bigcirc$			_	From:	SR 99; 77-771	]					1000
735	0.10	20	R	To:	Dead End	NA T			NA		1999
				•••	Dead Elid	I					

							oc / ii cu								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle				Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv				From:		77-693		1							
736)	0.80	80	R	т		D 15 1				NA			NA		02/21/2002
				To: From:		Dead End Dead End									
(737)	0.02	NA		110111.		Dead End				NA			NA		
				To:		77-738									
	3.20	20	R	From:		Bland County Li	ne			NA			NA		1999
738	3.20	20	K	To:		77 (01 NODTI	т			INA			INA		1999
738	5.56	190	R	From:		77-601 NORTH	1			NA			NA		1999
				To: From:		77-641									
738	1.27	480	F	99%	0%	1% 0%	0%	0%	F	0.085	F	0.587	490	F	2002
				To: From:		77-646									
(738)	1.76	1300	F	99%	0%	1% 0%	0%	0%	F	0.09	F	0.652	1300	F	2002
(738)       (738)	1 11	4600		From:	00/	77-639 SOUTH		00/		0.006		0.7	1700		2002
(738)	1.11	1600	F	99% To:	0%	1% 0% SR 99 NCL Pula:	0%	0%	С	0.096	F	0.7	1700	F	2002
				From:		77-643	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,								
739	0.60	50	R							NA			NA		02/25/2002
				To:		Dead End									
$\bigcirc$	0.03	200	В	From:		US 11				NΙΔ			NΙΔ		03/30/300
740	0.03	280	R	To:		77-742				NA			NA		03/20/2002
				From:		77-742									
741)	0.04	120	R					-		NA			NA		03/20/2002
				To-		US 11									
	0.06	90	R	From:		Dead End				NA			NA		03/20/2002
742	0.00	90	K	To:		77 741				INA			INA		03/20/2002
742)	0.30	70	R	From:		77-741				NA			NA		03/20/2002
(142)				To:		77-740									
(742)	0.05	100	R	From:		7, 7, 7				NA			NA		03/20/2002
				To:		Dead End									
$\bigcirc$	0.05	400		From:		Dead End				NIA			NIA		4000
743	0.25	120	R	To:		77-636				NA			NA		1999
				From:		Dead End									
(744)	0.34	410	R							NA			NA		1999
				To:		77-636									
	0.60	45	R	From:		77-710				NA			NA		02/27/2001
745	0.00	40	K	To		Dead End				INA			INA		02/27/2002
Town of Dublin								•							
	0.00		_	From:	00/	77-747	40/	00/	_	0.440	_	0.500	2222	_	0000
746	0.08	2900	F	98%	0%	1% 0%	1%	0%	F	0.113	F	0.566	3000	F	2002
	0.15	2700	F	From: 98%	0%	US 11 1% 0%	1%	0%	С	0.107	F	0.557	2800	F	2002
(746)	<u> </u>				O /0		1 /0	U /0		0.107		<u> </u>			
746	0.28	2300	F	98%	0%	77-1005 1% 0%	1%	0%	F	0.111	F	0.635	2300	F	2002
				To:		NCL Dublin									
Pulaski County				<u>,                                    </u>											
(746)	0.82	2300	N	98%	0%	NCL Dublin	1%	0%	N	0.111	N	0.635	2300	N	2002
(140)	0.02	_500		Tn:	<b>U</b> /U	SR 100	1 /0	U / U		0.111	. •	0.000	_500	. •	-302

					Pl	ilaski Maintenand	e Area								
Route	Length	AADT	QA	4Tire	Bus	Tru 2Axle 3+Axle			$-\alpha c$	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Dublin				From:		SR 100		ī							
747)	0.65	1600	R			5K 100				NA			NA		03/26/200
	2.52	4000		From:	00/	77-746	00/	00/		0.407		0.504	4000		
(747)	0.50	1800	F	99% To:	0%	0% 0% NCL Dublin	0%	0%	С	0.107	F	0.564	1900	F	2002
Pulaski County				From:		MOLD III		ı							
747)	0.10	1800	N	99%	0%	NCL Dublin 0% 0%	0%	0%	N	0.107	N	0.564	1900	Ν	2002
747)	3.97	2300	F	From: 99%	0%	77-633 0% 0%	0%	0%	F	0.101	F	0.548	2400	F	2002
				To:		US 11									
	0.00	440	_	From:		77-658									4000
748)	0.66	140	R	To		FR-47		1		NA			NA		1999
				From:		77-600		i							
749	0.03	130	R							NA			NA		03/13/200
				To: From:		77-754									
749	0.07	90	R							NA			NA		03/13/200
	0.05	46	R	From:		77-765				NA			NA		03/13/200
749	0.03	40	IX.	To:		Dead End				INA			INA		03/13/200
				From:		77-608									
750	0.43	20	R							NA			NA		02/21/200
				To		0.43 ME 77-608	3								
	0.19	240	R	From:		Dead End				NA			NA		03/26/200
751)	0.19	240	K	To:		77-611				INA			INA		03/20/200
				From:		Dead End									
752)	0.12	20	R	<u> </u>						NA			NA		02/21/200
				To: From:		0.12 ME Dead E	nd								
752	0.06	20	R	_						NA			NA		02/21/200
				To:		77-607									
(753)	0.10	20	R	From:		Dead End				NA			NA		03/05/200
(753)	0.10	20		To:		77-673 WCL Pula	ski			INA			14/5		03/03/200
				From:		77-1206									
(754)	0.17	40	R							NA			NA		03/13/200
				To:		77-749									
	0.15	100	R	From:		Dead End				NA			NA		03/20/200
755	0.13	100	K							INA			INA		03/20/200
755	0.34	330	R	From:		77-600				NA			NA		03/20/200
(755)	0.0 .			To:		0.35 ME 77-600	)								00/20/200
(755)	0.21	100	R	From:		0.33 WIE 77-000	,			NA			NA		03/20/200
				To:		Dead End									
				From:		77-662									
756	0.16	20	R	To:		Dead End				NA			NA		03/26/200
				From:		77-663		<u> </u>							
757)	0.60	120	R	<u>"</u>		//-003				NA			NA		1999
				To:		Dead End				•			•		
				From:		Dead End									
758	0.37	45	R							NA			NA		02/27/200
				To:		77-610									

					Pulaski Maintenance Area						
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Hour	()K	Dir Factor	AAWDT	QW	Year
Pulaski County				From:	SR 100						
759	0.28	100	R			NA			NA		02/25/2002
				To-	Dead End						
	0.10	50	R	From:	Dead End	NA NA			NA		03/28/2002
760	0.10	30	K	To:	77-624	]			INA		03/20/2002
				From:	Dead End						
761)	0.06	6	R			NA			NA		02/21/2002
				To:	77-693						
	0.00	00	_	From:	Dead End	]			NIA		00/07/000
762	0.22	60	R	To:	77-710	NA 1			NA		02/27/2002
				From:	Dead End						
763	0.70	230	R	<u> </u>	Dead Pha	NA			NA		1999
				To:	77-644						
$\bigcirc$				From:	Carroll County Line						
764)	2.28	80	R	To:	77, 602	NA 1			NA		02/21/2002
				From	77-693						
765	0.12	47	R		77-1206	NA			NA		03/13/2002
765)				To:	77-749	]					
_				From:	77-767						
766	0.06	110	R			NA			NA		1999
				To: From:	77-768	<u> </u>					
766	0.05	170	R			NA			NA		1999
				To: From:	US 11						
(707)	0.10	80	R	From:	77-766	NA			NA		1999
767	0.10	00		To:	Dead End	1			14/ (		1000
				From:	77-766						
768	0.05	40	R			NA			NA		1999
				To:	Dead End						
	0.40		_	From:	Dead End	]			NIA		4000
769	0.49	50	R	To:	SR 99	NA 1			NA		1999
				From:	Dead End	<u>.                                    </u>					
(770)	0.10	60	R		Dead End	NA NA			NA		1999
				To:	FR-44						
				From:	SR 99; 77-735						
771)	0.20	10	R	To:	GD 00	NA 1			NA		1999
				From:	SR 99						
772)	0.10	20	R	Piolii.	77-673	) NA			NA		03/05/2002
772	0.10	20		To:	Dead End	1			14/ (		00/00/2002
				From:	77-607						
773	0.70	NA				NA			NA		
				To:	Dead End						
$\bigcirc$	0.05	440	_	From:	77-636				N.1.0		00/05/0000
774	0.05	110	R			NA •			NA		03/05/2002
	0.00	00		From:	77-775				NI A		03/05/0000
774)	0.26	80	R	To:	Dead End	NA 1			NA		03/05/2002
				From:	77-645	1					
775	0.07	120	R		11 010	NA NA			NA		03/05/2002
				To:	77-774						

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak Hour	QK Dir Factor	AAWDT	QW Year
Pulaski Countv				From:	Dead End				
(776)	0.20	140	R			NA		NA	03/13/2002
				To: From:	77-621				
777)	1.20	40	R	FIOIII.	Dead End	l NA		NA	02/21/2002
				To:	77-693				
				From:	Dead End				
(778)	1.50	110	R			NA		NA	03/07/2002
				To: From:	77-693				
(779)	0.11	80	R	FIOIII.	77-600	l NA		NA	03/20/2002
(119)	0.11		• • • • • • • • • • • • • • • • • • • •	To:	Dead End			10.	00/20/2002
				From:	Dead End				
780	0.05	10	R			NA		NA	1999
				To:	77-669				
	0.18	20	R	From:	Dead End	NA		NA	03/07/2002
781)	0.16	20	K	To:	77-693			INA	03/07/2002
				From:	Dead End				
782	0.40	80	R			NA		NA	02/27/2002
				To-	77-710				
	0.21	NIA		From:	Dead End/	NIA.		NIA	
783	0.21	NA		To:	SR-00100(B)/	NA I		NA	
				From:	77-611				
784)	0.12	750	R		,, 011	NA		NA	1999
				To:	FR-47				
784	0.05	30	R			NA		NA	1999
				To: From:	0.05 MN FR-47				
784	0.20	20	R			NA		NA	03/26/2002
				To:	Dead End				
705	0.40	60	R	From:	Dead End	l NA		NA	03/07/2002
785	0.40	00	• • • • • • • • • • • • • • • • • • • •	To:	77-664	100		147.0	00/01/2002
				From:	Dead End				
786	0.35	60	R	_		NA		NA	02/27/2002
				To:	77-710				
	1.10	390	R	From:	77-644	l NA		NA	03/26/2002
787	1.10	390	K	To:	77-611			INA	03/20/2002
				From:	Dead End				
788	0.90	120	R			NA		NA	1999
				To:	77-644				
	0.40	NIA		From:	77-00624(B)/	NIA.		NIA	
789	0.10	NA		To:	Dead End/	NA I		NA	
				From:	SR 100				
790	0.55	300	R			NA		NA	02/25/2002
				To:	Dead End				
				From:	77-649				00/2=/2/
791)	0.12	50	R	To:	Dond End	NA I		NA	03/05/2002
-				From:	Dead End				
792	0.70	45	R	<u> </u>	Dead End	l NA		NA	03/05/2002
				To:	77-738 SOUTH				

					Pu	ilaski Maintenance Area								
Route	Length	AADT	QA	4Tire	Bus	Truck 2Axle 3+Axle 1Trail		QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:		77-738 SOUTH	1							
792	0.30	50	R						NA			NA		03/05/2002
				To		77-738 NORTH								
700	0.51	270	R	From:		77-738			NA			NA		03/05/2002
793)	0.51	210	IX.	To:		77-639			INA			INA		03/03/2002
				From:		77-738 SOUTH								
794)	0.20	60	R						NA			NA		1999
				To:		77-738 NORTH								
705	0.25	50	R	From:		Dead End			NA			NA		02/27/2002
795)	0.23	30	IX.	To:		77-710			INA			INA		02/2//200/
				From:		Dead End								
796	0.30	80	R						NA			NA		02/27/2002
				To:		FR-64								
	0.20	200	R	From:		SR 100			NA			NA		02/25/2002
797)	0.20	200	K	т					INA			INA		02/23/2002
797	0.20	20	R	From:		77-809			NA			NA		02/25/2002
(191)	0.20		.`	To:		Dead End								02/20/2002
				From:		Dead End								
798)	1.66	280	R						NA			NA		03/28/2002
				From:		77-624	-							
798)	0.38	420	F	95% To:	0%	1% 4% 0%	0%	С	0.098	F	0.682	420	F	2002
						77-626								
700	1.40	320	R	From:		Dead End			NA			NA		1999
799	1.40	020	• • • • • • • • • • • • • • • • • • • •	To:		77-611			147 (			14/1		1000
				From:		77-693								
800	0.40	20	R						NA			NA		02/21/2002
				To:		Dead End								
	0.27	20	В	From:		Dead End			NIA			NΙΛ		03/36/3003
801)	0.27	20	R	. —					NA			NA		03/26/2002
(801)	0.18	90	R	From:		77-815			NA			NA		03/26/2002
(801)	0.10	30		To:		FR-65			IVA			INA		03/20/2002
				From:		77-605								
802	0.06	20	R						NA			NA		03/07/2002
				To:		Dead End								
	0.50	20	R	From:		Dead End			NA			NA		03/07/2002
803	0.50	20	K	To:		77-672			INA			INA		03/01/2002
				From:		Dead End	i							
805	0.20	20	R						NA			NA		02/25/2002
				To: From:		0.20 ME Dead End								
805	0.65	45	R						NA			NA		02/25/2002
				To:		SR 99; 77-769								
<u>—</u>	0.60	240	В	From:		Dead End			NIA			NIA.		1000
806	0.60	340	R	To:		77-660	1		NA			NA		1999
				From:		77-643	<u>_</u>							
807)	0.85	50	R	<u> </u>		., 0.5			NA			NA		03/20/2002
				To:		77-1132	ļ.							
(807)	0.40	80	R	From:		·			NA			NA		03/20/2002
				To:		0.40 MN 77-1132								

					Fulaski iviali ileriarice Area							
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski County				From:	0.40 MN 77-1132	1						
807)	0.05	80	R			_	NA			NA		1999
				To:	US 11	<u> </u>						
(a)	0.66	110	R	From:	Cul-de-Sac		NA			NA		03/26/2002
808)	0.00			To:	77-660		147 (			1471		00/20/2002
				From:	Dead End							
809	0.29	120	R	To:	77-797	7	NA			NA		02/25/2002
				From:	77-640	1						
810)	0.87	60	R			<b>-</b>	NA			NA		03/05/2002
				To:	Cul-de-Sac							
(011)	0.23	110	R	From:	77-661		NA			NA		03/26/2002
811)	0.20		•••	To:	Dead End	]						00/20/2002
				From:	77-814							
812	0.19	1800	R			_	NA			NA		1999
	0.22	3900	R	From:	77-813		NA			NA		1999
812)	0.22	3300	IX	To:	77-643	1	INA			INA		1999
				From:	77-812							
813	0.21	520	R	To:	D 15 1	7	NA			NA		1999
				From:	Dead End 77-812	1						
814)	0.13	360	R		//-812	_	NA			NA		1999
				To-	Dead End	]						
$\bigcirc$	0.40	45		From:	Dead End		N.1.0			NIA		00/00/0000
815)	0.10	45	R	т		7	NA			NA		03/26/2002
<b>815</b> )	0.28	45	R	From:	0.11 MN Dead End		NA			NA		03/26/2002
019				To-	77-801							
$\bigcirc$				From:	77-00679(B)/							
816	0.59	NA		To:	Cul-de-Sac/	٦	NA			NA		
				From:	Dead End	1						
817)	0.07	30	R			-	NA			NA		03/26/2002
				To:	77-747	1						
(P10)	0.52	270	R	From:	Dead End		NA			NA		1999
819				To:	77-605							
				From:	Dead End							
820	0.12	40	R	To:	77-605	7	NA			NA		03/07/2002
				From:	Dead End							
822	0.50	20	R	<u> </u>	Dette Ente	_	NA			NA		02/27/2002
				To:	SR 100	<u></u>						
<u>—</u>	0.59	NA		From:	77-00683(B)/		NA			NA		
823)	0.58			To:	Shadow of:734469/	1	1 1/7			11/7		
				From:	Dead End							
825)	0.54	20	R		99.910	7	NA			NA		02/27/2002
				To: From:	77-710	1						
826)	0.45	130	R		Dead End	_1	NA			NA		02/27/2002
			-	To:	77-710		-					

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC:	()K	Dir AAWDT Q	W Year
Pulaski Countv				From:	77-00698(B)/				
827	0.08	NA		To:	77 00000/D)/	NA 1		NA	
				From:	77-00828(R)/	İ			
828	0.07	NA			77-00827(R)/	J NA		NA	
020				To:	Cul-de-Sac/				
$\bigcirc$				From:	Dead End	]			
830	0.85	50	R	To:	77-606	NA 1		NA	03/13/2002
				From:	Dead End/				
831)	0.07	NA			D that Elife	NA		NA	
				To:	77-00757(B)/				
	0.30	20	R	From:	77-654	]		NA	02/24/2009
835)	0.30	30	ĸ	To:	Dead End	NA ]		INA	02/21/2002
				From:	77-835				
836)	0.20	70	R	_		NA		NA	02/21/2002
				To:	Dead End				
(a)	0.04	NA		From:	77-658	NA		NA	
838	0.04	IVA		To	77-651	]		14/1	
				From:	77-658				
839	0.07	200	R	_		NA		NA	1999
				To:	Dead End				
(940)	0.13	100	R	From:	77-651	J NA		NA	1999
840	0.10	100	• • • • • • • • • • • • • • • • • • • •	To:	77-842	1		147 (	1000
840	0.05	40	R	From:	11-042	NA		NA	1999
				To: From:	77-841				
840	0.41	20	R	rioiii.		NA		NA	1999
				Tn·	Dead End				
	0.25	20	R	From:	77-840	NA		NA	1999
841)	0.23	20	K	To:	Cul-de-Sac	]		INA	1999
				From:	77-840				
842	0.35	30	R			NA		NA	1999
				To:	Dead End				
(950)	1.05	420	R	From:	FR-44	) NA		NA	03/07/2002
850	1.00			To:	Cul-de-Sac			101	33,3172302
				From:	77-00850(B)/	]			
851)	0.08	NA		To:	D 15 1/	NA		NA	
				From:	Dead End/				
(952)	0.09	NA		rioiii.	77-00850(B)/	NA		NA	
852	2.00			To	Cul-de-Sac/	]		- 3	
				From:	Cul-de-Sac	]		<del>-</del>	
1000	0.24	60	R	Tar	77, 1007	NA		NA	1986
				To:	77-1027	<u> </u>			
Town of Dublin				From:	77-1002				
(1001)	0.12	280	R	<u> </u>		NA		NA	1986
				To: From:	77-1004 WEST	]			
(1001)	0.02	300	R		77 1004 F + 07	NA		NA	1986
				To:	77-1004 EAST	<u> </u>			

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	()K	Dir Factor	AAWDT QW	Year
Town of Dublin				From:	77-1004 EAST	1				
1001)	0.08	420	R		//-1004 EAS1	I NA			NA	1995
1001)				Tn·	77-746					
				From:	77-1003					
1002	0.07	480	R			NA			NA	1995
<u> </u>				From:	77-1001	]				
1002)	0.05	250	R	т	77 1000	NA			NA	1986
				To:	77-1009					
1003	0.05	810	R	r toin.	SR 100	J NA			NA	1995
1003	0.00			To:	77-1002	1				.000
1003	0.13	420	R	From:	//-1002	NA			NA	1986
				To:	77-1004					
				From:	US 11					
1004)	0.09	760	R			NA			NA	1986
<u> </u>				From:	77-1013					
1004)	0.07	600	R			NA			NA	1986
				To: From:	77-1005	<del> </del>				
1004	0.08	550	R			NA			NA	1995
$\overline{}$	0.00	200	_	From:	77-1003	<u></u>			NIA.	4000
1004	0.08	290	R			NA			NA	1986
	0.04	810	R	From:	77-1001	NA			NA	1995
1004	0.04	010	K	To:	77-1009	]			INA	1990
				From:	Dead End	I				
1005	0.13	220	R	l-	2000	NA			NA	1986
				To: From:	77-1004	1				
1005	0.08	600	R	rioin.		NA			NA	1995
				To: From:	77-746					
1005	0.12	1400	R			NA			NA	1995
				To: From:	77-1023	]				
1005	0.01	960	R			NA			NA	1986
				To: From:	77-1015	<u> </u>				
1005	0.15	1100	R			NA			NA	1995
	0.40	040		From:	77-1033	)—————————————————————————————————————			NIA.	4000
1005	0.10	840	R			NA •			NA	1986
	0.02	1000	R	From:	77-1016	NA			NA	1995
1005	0.02	1000	IX.	To	77 1002	1			INA	1990
1005	0.13	700	R	From:	77-1083	NA			NA	1986
1005				To:	77 1024	1				
1005	0.08	620	R	From:	77-1024	NA			NA	1986
				To:	77-633					
<u> </u>				From:	77-688					
1006	0.06	240	R	_		NA			NA	1995
				To: From:	77-1007 SOUTH	]				
1006	0.02	440	R			NA			NA	1986
				From:	77-1007 NORTH	<u> </u>				
1006	0.08	500	R	To:	Dood End	NA I			NA	1995
				From:	Dead End	I				
1007	0.10	340	R		77-1011	J NA			NA	1986
200				To:	77-1012	1			•	

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruck 2Axle 3+Axle 1Trail 2Trail	OC O	C Dir AAWDT QW Factor	Year
own of Dublin				From:	77, 1012			
1007)	0.03	520	R		77-1012	l NA	NA	1986
				To: From:	77-1034			
007	0.07	690	R	rioni.		NA	NA	1995
				To: From:	77-1010			
1007	0.21	500	R			NA	NA	1986
	0.04	200		From:	77-1006	NIA	NIA	4000
1007	0.04	320	R	т	1000	NA I	NA	1986
1007	0.05	80	R	From:	77-1008	NA	NA	1995
1007)				To:	77-632	<u> </u>		
1007	0.10	130	R	From:	17 632	NA	NA	1986
				To: From:	77-1031			
1007	0.06	210	R			NA	NA	1986
				To: From:	77-1035			
1007)	0.06	160	R	To:	77-1038	NA I	NA	1986
				From:	77-688			
1008	0.09	80	R		77-000	NA	NA	1995
				To:	77-1007			
$\bigcirc$	0.40			From:	77-1002		N.A.	4005
1009	0.12	200	R	To:	77-1004	NA I	NA	1995
				From:	SCL Dublin			
1010)	0.13	280	R	<u>.                                    </u>	202 2 30000	NA	NA	1995
				To: From:	77-1007			
1010	0.15	750	R	To:		NA	NA	1995
				From:	77-747			
1011)	0.03	600	R		77-747	l NA	NA	1995
				To: From:	77-707			
1011)	0.05	430	R			NA	NA	1986
				To:	77-1007			
	0.03	270	R	From:	77-1007	l NA	NA	1986
1012	0.03	210	K	To:	77, 707	INA I	IVA	1900
1012)	0.06	280	R	From:	77-707	NA	NA	1995
1012		-		To:	77-706			
1012	0.08	370	R	From:		NA	NA	1986
				To:	77-747			
	0.08	150	R	From:	77-1004	NA NA	NA	1995
1013)	0.00	100		To	77-746	INC	INA	1990
				From:	US 11			
1014	0.10	410	R			NA	NA	1995
				To: From:	77-1015			
1014	0.23	240	R	To:	77 1017	NA I	NA	1995
				From:	77-1016			
1015	0.06	300	R		77-1014	l NA	NA	1995
				To:	77-1022	<u>.</u>	-	
1015	0.09	180	R	From:		NA NA	NA	1995
				To	77-1005			

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus	OC:	QK Dir Factor	AAWDT QW	Year
Town of Dublin				From:	77-1014	1			
1016)	0.06	600	R	<u> </u>	//-1014	NA		NA	1995
				To: From:	77-1022	<u> </u>			
1016	0.09	350	R	To:	77-1005	NA □		NA	1995
Pulaski County				<u> </u>					
	0.15	70	R	From:	77-633	 NA		NA	1995
1017	0.15	70	K	To:	Dead End			NA	1990
				From:	77-633				
1018)	0.15	100	R		2.12.1	NA		NA	1995
				To: From:	Dead End				
1019	0.06	140	R	Piolii.	77-1021	NA		NA	1999
1019				To:	77-1020	¬			
1019	0.19	160	R	From:	77-1020	NA NA		NA	1999
				To: From:	77-1080	7			
1019)	0.15	260	R			NA		NA	1999
				To: From:	77-682	<u> </u>			
1020	0.07	90	R	From:	77-1019	NA		NA	1999
1020)	0.01		.`	To:	77-682				1000
				From:	77-683				
1021)	0.32	960	R			NA		NA	1999
				To: From:	77-1019	J			
1021	0.06	790	R	To:	77-682	¬ NA		NA	1999
Town of Dublin					17-002				
				From:	Dead End	J			
1022	0.10	90	R			NA		NA	1995
$\overline{}$	0.04	460	_	From:	77-1015			NIA	4005
1022	0.24	160	R	To:	77-1016	NA NA		NA	1995
				From:	77-1005				
1023)	0.10	500	R	<u> </u>		NA		NA	1995
<u> </u>				To: From:	77-1049				
1023	0.05	200	R			NA		NA	1995
				To: From:	77-1025				
1024)	0.04	290	R	Piolii.	77-1005	NA		NA	1995
1024)	0.0.			To:	77-1049				
1024)	0.04	240	R	From:	//-1049	<b>」</b> NA		NA	1995
				То:	NCL Dublin				
Pulaski County				From:	NOI D.L.	1			
1024)	0.12	90	R		NCL Dublin	- NA		NA	1986
				To:	Cul-de-Sac				
Town of Dublin						_			
	0.05	270	R	From:	Dead End	NA		NA	1995
1025	0.05	210	ĸ	To-	77-1023	INA		INA	1990
Pulaski County					• •				
		465	_	From:	77-635	J			,
1026	0.15	160	R	To:	WCL Dublin	¬ NA		NA	1995
					W CL DUDIII	1			

				Fulaski Mailitellarice Area			
Length	AADT	QA	4Tire	Dire	()(' ()k	Dir AAWDT QW	Year
			Erom:		·		
0.07	1100	R	r toni.	WCL Dublin	NA	NA	1995
			To: From:	SR 100	}		
0.07	980	R			NA	NA	1986
			In:	77-747			
			From:	77-1029			
0.10	300	R			NA	NA	1986
0.00	200		From:	77-1000	}	NIA	4005
0.20	390	ĸ	To:	SR 100	]	INA	1995
			From:	77-1029			
0.30	260	R	т	CD 100	NA 1	NA	1995
					<u>                                     </u>		
0.30	110	R		//-1028	I NA	NA	1995
			To:	77-1027	]		
0.05	2000	_	From:	SR 100	NIA.	NIA	4005
0.05	3300	К			NA 1	NA	1995
0.31	2500	R	From:	77-1050	NA	NA	1989
			To:	77-1053	1		
0.84	2200	R	From:	77 1003	NA	NA	1995
			To: From:	77-1036	]		
0.40	580	R		77.622	NA 1	NA	1986
			10.	//-032			
			From:	77-632			
0.12	260	R			NA	NA	1986
0.06	260		From:	77-1007	)————	NIA	1005
0.06	360	ĸ	Tar	77.1022	INA 1	INA	1995
0.04	560	R	From:	77-1032	NA	NA	1986
			To:	77-1037	1		
80.0	460	R			NA	NA	1995
0.10	40	R	From:	77-632	J NA	NA	1995
			To:	77-1031	]		
			From:	Dead End			
0.05	30	R	To:	77-1005	NA 1	NA	1995
				77-1003			
		_	From:	Cul-de-Sac			
0.04	6	R			NA •	NA	1995
0.07	150	P	From:	77-1052	NΔ	NIΔ	1995
<u> </u>	130	- 1\	To:	77 1051	<u> </u>	INA	1990
0.01	540	R	From:	//-1031	NA	NA	1986
			To:	SCL Dublin	<u> </u>		
			From	SCI Duklin	T		
				SCL Dublin	]		
0.05	540	N			NA	0 N	1986
	0.07 0.07 0.10 0.20 0.30 0.30 0.31 0.84 0.40 0.12 0.06 0.04 0.08 0.10 0.05	0.07 980  0.10 300  0.20 390  0.30 260  0.30 110  0.05 3300  0.31 2500  0.40 580  0.12 260  0.06 360  0.04 560  0.08 460  0.10 40  0.05 30  0.01 540	0.07 1100 R 0.07 980 R 0.10 300 R 0.20 390 R 0.30 260 R 0.30 110 R 0.05 3300 R 0.31 2500 R 0.40 580 R 0.40 580 R 0.12 260 R 0.06 360 R 0.06 360 R 0.07 150 R 0.07 150 R	0.07   1100   R	Length   AADT   QA   4Tire   Bus   Truck   2Axle   3+Axle   1Trail   2Trail   2Trail	Length   AADT   QA   4Tire   Bus   Truck   2Axie   34-Axie   1Trail   2Trail   QC   Hour   QR	Length   AADT   QA   4Tire   Bus   ZAVE 3 HAVE   Trail   2Trail   QC   Peak   Rect   AAWDT   QW

					Pul	aski Maintenan	ce Area									
Route	Length	AADT	QA	4Tire	Bus	Tr 2Axle 3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year	
Town of Dublin				From:		55.1050										
(1034)	0.09	650	R	Piolii.		77-1050				NA			NA		1995	
(1034)	0.00			To:		77-1007										
				From:		77-632										
(1035)	0.11	120	R							NA			NA		1995	
				To: From:		77-1007		}								
(1035)	0.15	100	R	To:		77-1037		<u> </u>		NA			NA		1995	
D 1 11 C				J		//-103/										
Pulaski County				From:		77-632										
(1036)	0.16	450	R							NA			NA		1995	
				To:		77-1030										
Town of Dublin				From:		77-632										
(1037)	0.07	NA		<u> </u>		7, 44-				NA			NA			
				To: From:		77-1031		<u> </u>								
(1037)	0.08	120	R	rioii.						NA			NA		1995	
				To: From:		77-1035										
(1037)	0.07	150	R	-						NA			NA		1986	
				To:		77-1038										
$\bigcirc$	0.11	110		From:		77-632				NIA			NIA		1005	
(1038)	0.11	140	R							NA			NA		1995	
	0.17	180	R	From:		77-1007				NA			NA		1986	
(1038)	0.17	100	IX.	To:		77-1037				INA			INA		1300	
Pulaski County				•												
				From:		77-611										
(1039)	0.11	100	R							NA			NA		1999	
					From:		77-1040									
1039	0.22	70	R	To:		Dead End				NA			NA		1999	
				From:		Dead End Dead End										
(1040)	0.07	20	R	<u> </u>		Dead End				NA			NA		1999	
10.00				То:		77-1039										
				From:		77-1059										
(1041)	0.06	130	R							NA			NA		1995	
<u> </u>				To: From:		77-1043										
(1041)	0.05	450	R							NA			NA		1995	
<u> </u>				To: From:		77-1042										
(1041)	0.08	540	R	To:		77-747				NA			NA		1995	
				From:												
1042	0.04	20	R			Dead End				NA			NA		1995	
•				To:		77-1058										
1042	0.09	60	R	From:		77-1050				NA			NA		1995	
				To:		77-1059										
(1042)	0.06	45	R	From:		1007				NA			NA		1986	
				To: From:		77-1043		<u> </u>								
1042	0.13	100	R							NA			NA		1995	
				To:		77-1041										
			_	From:	_	77-1059									400-	
1043	80.0	260	R							NA			NA		1995	
	0.07	400		From:		77-1041				NIA			NI A		1005	
1043	0.07	100	R	To:		77-1042		<u> </u>		NA			NA		1995	
				<u> </u>		, ,-1042										

					Pulaski Maintenance Area	5 .	<b>5</b> :		
Route	Length	AADT	QA	4Tire	Bus SAxle 3+Axle 1Trail 2Trail	OC.	()K	AAWDT QW	Year
Pulaski County				From:	77-643				
1044)	0.06	160	R	<u> </u>	11-043	NA		NA	1999
				To: From:	BEGIN LOOP				
1044)	0.42	90	R	To:	END LOOP	NA		NA	1999
				From:	77-1047				
(1045)	0.05	140	R	<u> </u>	//-104/	NA		NA	1995
				To: From:	77-1046				
1045	0.10	390	R			NA		NA	1995
				To: From:	77-617				
1046)	0.10	50	R	rioin.	Dead End	NA		NA	1995
1040				To:	77-633				
1046)	0.17	290	R	From:	77 055	NA		NA	1995
				To: From:	77-1048				
1046	0.23	170	R			NA		NA	1986
				To:	77-1045				
1047)	0.22	100	R		77-1048	NA		NA	1995
	<b></b>			To:	77-1045				
				From:	US 11				
1048	0.43	610	R			NA		NA	1995
				To: From:	77-1046				
1048	0.07	250	R	To:	77-1047	NA		NA	1995
Town of Dublin					//-104/				
Own of Dubin				From:	77-1023				
1049)	0.25	200	R			NA		NA	1995
$\overline{\bigcirc}$	0.45	400		From:	77-1083	NIA.		NIA .	4005
1049	0.15	120	R	To:	77-1024	NA		NA	1995
Pulaski County					.,				
_				From:	77-1030				
1050	0.02	610	R	To:	SCL Dublin	NA		NA	1995
Town of Dublin					SCL Buomi				
O Dubini				From:	SCL Dublin				
(1050)	0.13	430	R	To:	agr. P. III	NA		NA	1993
				10.	SCL Dublin				
Pulaski County				From:	SCL Dublin				
1050	0.17	250	R			NA		NA	1986
				To:	77-1034				
(1051)	0.18	360	R	From:	77-1034	NA		NA	1995
1051	3.10			To:	77-1053	1.0.1			. 550
1051)	0.18	360	R	From:	/ /-1033	NA		NA	1995
				To:	Cul-de-Sac				
$\overline{}$				From:	77-1034				
1052	0.11	110	R	To:	77 1052	NA		NA	1995
				From:	77-1053 77-1030				
1053	0.02	900	R	<u> </u>	/ /-1030	NA		NA	1995
		-		To:	77-1054				
1053)	0.06	630	R	From:		NA		NA	1986
$\bigcup$				To	77-1055				

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	()(: ()K	Dir AAWDT QW actor	Year
Pulaski County				From:		i		
1053)	0.06	710	R	rion.	77-1055	NA NA	NA	1995
				To: From:	77-1056	]		
1053	0.04	680	R	rion.		NA	NA	1986
				From:	77-1052	] <del></del>		4000
1053	0.02	470	R			NA	NA	1986
	0.07	480	R	From:	77-1057	NA	NA	1995
1053	0.01	700		To:	77-1051		TVA	1000
				From:	77-1053			
1054	0.24	200	R	. —		NA	NA	1995
				To-	Cul-de-Sac			
	0.22	300	R	From:	77-1053	NA NA	NA	1995
1055	0.22	300	IX.	To:	Cul-de-Sac		IVA	1995
				From:	77-1053			
1056	0.20	270	R			NA	NA	1995
				To:	Cul-de-Sac	<u> </u>		
$\bigcirc$	0.40			From:	77-1053	]		4005
1057	0.19	200	R	To:	Cul-de-Sac	NA T	NA	1995
				From:	77-1059			
1058)	0.09	20	R	<u> </u>	77-1039	NA NA	NA	1995
				To-	77-1042			
				From:	77-1043			
1059	0.34	200	R			NA	NA	1995
				To: From:	77-1058			
1059	0.10	210	R			NA	NA	1986
				From:	77-1041	]		400-
1059	0.06	20	R	To:	77-1042	NA T	NA	1995
				From:	Dead End	1		
(1060)	0.12	300	R		Dead End	NA NA	NA	1999
				To:	77-611			
				From:	US 11			
(1061)	0.11	1300	R			NA	NA	1995
				To: From:	77-1062	<u> </u>		
(1061)	0.05	1400	R	To:	77-1063	NA T	NA	1986
				From:	77-1061			
1062	0.30	210	R	<u> </u>	//-1001	L NA	NA	1986
				To:	77-1063	]		
1062	0.06	240	R	From:	300	NA NA	NA	1986
				To: From:	77-1066			
1062	0.06	210	R	1 10III.		NA NA	NA	1986
				To: From:	77-1067	]		
1062	0.06	170	R			NA	NA	1986
				To: From:	77-1068	]		
1062	0.06	150	R			NA	NA	1986
				To: From:	77-1069	]		
1062	0.15	380	R			NA T	NA	1995
				To:	77-617	<u> </u>		

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	OC OF	Oir AAWDT QW Factor	Year
Pulaski County				From:	77.10(2	<del></del>		
1063)	0.16	160	R		77-1062	NA NA	NA	1995
				To: From:	77-1065	<b> </b>		
1063	0.06	1200	R			NA	NA	1986
				From:	77-1064	<u> </u>		
1063	0.02	870	R	_		NA •	NA	1995
1063	0.25	100	R	From:	77-1061	NA	NA	1995
1063)	0.20	100		To:	77-617		IVA	1000
_				From:	77-1063			
1064)	0.23	90	R			NA	NA	1995
				To: From:	77-617			
1005	0.18	90	R	From:	77-1070	I NA	NA	1986
1065)	0.10		• • • • • • • • • • • • • • • • • • • •	To:	77-1071	L		1000
1065)	0.12	130	R	From:	//-10/1	NA	NA	1986
				To:	77-1079			
1065	0.12	240	R	From:	**	NA	NA	1995
				To: From:	77-617	-		
1065	0.02	470	R			NA	NA	1995
_				From:	77-1069	}		
1065	0.06	310	R			NA	NA	1986
	0.00			From:	77-1068	<b></b>	N.A.	1000
1065	0.06	360	R			NA •	NA	1986
	0.06	430	R	From:	77-1067	NA	NA	1995
1065	0.06	430	K		1066	INA I	INA	1990
1065	0.06	340	R	From:	77-1066	NA	NA	1986
1003				To:	77-1063	1		
				From:	77-1065			
1066	0.18	90	R	. —		NA	NA	1986
				To: From:	77-1062			
1067	0.19	80	R	From:	77-1065	I NA	NA	1986
1067				To:	77-1062			
				From:	77-1065			
1068	0.21	180	R			NA	NA	1986
				To: From:	77-1062			
1060	0.24	160	R	Piolii.	77-1065	I NA	NA	1986
1069)	<b>0.2</b> ·			To:	77-1062	],		. 550
				From:	77-617			
1070	0.10	390	R			NA	NA	1986
				From:	77-1065	<u> </u>		
1070)	0.30	100	R	,		NA	NA	1986
	0.12	on		From:	77-1071	NA	NA	1000
1070)	0.12	80	R	To:	77-1079	INA ]	INA	1993
				From:	77-1065			
1071)	0.07	45	R	<u> </u>		NA	NA	1986
				To:	77-1070	<u> </u>		
$\bigcirc$	2.22	400	,	From:	77-1078	<b>N</b> 10	ALA	4000
1072	0.20	100	R	To:	77-617	NA 1	NA	1986
					/ / -01 /	<u> </u>		

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(' ()K	Dir AAWDT QW Factor	Year
Pulaski County				From:	77-1078	1		
(1073)	0.18	80	R	<u> </u>	77 1070	NA	NA	1986
				To	77-617			
				From:	77-1078			
1074)	0.15	47	R			NA 1	NA	1986
				To:	77-617			
	0.16	80	R	From:	77-643	] NA	NA	1999
1075	0.10	80	K	To:	Cul-de-Sac	]	IVA	1998
				From:	SR 100			
1076	0.06	400	R	<u>.                                    </u>	222.23	NA	NA	1986
				To: From:	77-1077 WEST	<b> </b>		
1076	0.12	80	R	From:		NA	NA	1986
				To:	77-1077 EAST	]		
$\widehat{}$				From:	77-1076 WEST			
1077)	0.23	47	R			NA	NA	1986
				From:	77-1076 EAST	]		
1077)	0.25	50	R	т.,	gg 10gc WEGE	NA 1	NA	1986
				From:	77-1076 WEST	<u> </u>		
	0.05	30	R	From:	77-1074	J NA	NA	1986
1078	0.03	30	1			1 11/2	IVA	1300
	0.06	40	R	From:	77-1073	NA	NA	1986
1078	0.00	40	K	To:	77-1072	]	IVA	1900
				From:	77-1065	i		
1079)	0.06	120	R		77 1005	NA	NA	1986
				To:	77-1070	1		
1079)	0.05	100	R	From:	,, 10,0	NA	NA	1986
				To	77-1081	]		
<u> </u>				From:	Dead End	]		
1080)	0.15	40	R			NA NA	NA	1999
				To:	77-1019			
	0.15	70	R	From:	Dead End	] NA	NA	1986
1081	0.15	70	K			INA 1	INA	1900
$\overline{}$	0.13	40	R	From:	77-1079	NA NA	NA	1986
1081)	0.13	40	K	To:	Dead End	]	IVA	1900
				From:	US 11	<u> </u>		
1082)	0.21	70	R			NA	NA	1986
				To:	Dead End			
Town of Dublin				r 1		7		
	0.07	400	R	From:	77-1005	] NA	NA	1986
1083	0.01	700	Λ.	, F		1975	INA	1900
	0.06	370	R	From:	77-1049	NA NA	NA	1986
1083	0.00	3/0	K	To:	NCL Dublin; Gap Terminus	]	IVA	1900
ulaski County					- , - <del></del>			
				From:	NCL Dublin; Gap Terminus			
1083	0.13	360	R	. I		NA 1	NA	1986
				To:	Dead End	<u> </u>		
$\bigcirc$	0.00	<b>50</b>	_	From:	77-635	NIA.	NIA	4000
1084	0.20	50	R	To:	Dead End	NA 1	NA	1986
				From:	US 11	<u>.                                    </u>		
	0.00	650	R	<u> </u>	US 11	I NA	NA	1986
(1085)	0.09	บอบ	- N					1900

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	BusTruckTruck	OC OK	$\Delta \Delta M/M = 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1 + 1$	Year
Pulaski County				From:	77-1086 SOUTH			
(1085)	0.08	520	R	<u> </u>	//-1000 BOC 111	NA	NA	1986
<u> </u>				To: From:	77-1088	<del> </del>		
1085	0.07	130	R			NA	NA	1986
	0.07	110	R	From:	77-1087	NA NA	NA	1986
(1085)	0.07	110		To:	77-1086 NORTH	IVA	INA	1300
1085	0.17	410	R	From:	//-1000 NOKIII	NA	NA	1993
<u> </u>				To:	77-1062			
1096	0.55	160	R	From:	77-1085 SOUTH	] NA	NA	1986
(1086)	0.00			To:	77-1087	<u> </u>		1000
1086	0.30	70	R	From:	// 100/	NA	NA	1986
				To:	77-1085 NORTH			
1007	0.07	100	R	From:	77-1085	] NA	NA	1986
1087	0.07	100		To	77-1089	L IVA	INA	1300
(1087)	0.17	100	R	From:	77-1009	NA NA	NA	1986
				To:	77-1086			
	0.06	40	R	From:	77-1085	NA	NA	1986
1088	0.00	-10	IX.	To	Cul-de-Sac	INA	INA	1900
				From:	Cul-de-Sac			
(1089)	0.09	60	R	To:	77-1087	NA I	NA	1986
				From:	77-1087			
(1090)	0.13	600	R	<u> </u>	77 1001	NA	NA	03/28/2002
<u> </u>				To:	SCL Dublin			
Town of Dublin				From:	SCL Dublin			
(1090)	0.13	600	R	_		NA	NA	03/28/2002
<u> </u>				To:	77-688; 77-1006			
Pulaski County				From:	Dead End			
(1091)	0.11	290	R	т	OD 100	NA	NA	1993
				To: From:	SR 100 77-1021			
(1092)	0.15	40	R	<u> </u>	//-1021	NA	NA	1999
$\bigcup$				To:	Cul-de-Sac			
	0.30	50	R	From:	77-1028	NA	NA	03/20/2002
(1093)	0.30	50	K	To:	77-1027	INA I	INA	03/20/2002
Town of Dublin								
	0.02	NA		From:	77-01023(B)/	NA	NA	
(1094)	0.02	1474		To:	Dead End/	I WA	IVA	
Pulaski Countv								
(1095)	0.25	NA		From:	Dead End/	NA NA	NA	
1093)	0.20			To:	77-01084(R)/			
Town of Dublin				r 1	gp 100 5=			
(1097)	0.04	1600	R	From:	SR 100; 77-682	] NA	NA	1999
1.001)				To:	77-1098	<u> </u>	•	. 300
(1097)	0.11	350	R	From:		NA	NA	1999
				To:	Dead End			

					Fulaski Mailitellarice Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Tra	ail Q0	Peak Hour QK	Dir AAWDT QW	Year
Town of Dublin				From:	77. (92				
1098	0.09	940	R	Tions.	77-682		NA	NA	1999
				To: From:	77-1097				
1098)	0.18	1000	R	To	CD 100	_	NA	NA	1999
Pulaski County					SR 100				
				From:	77-632				
1099	0.08	40	R	To:	Dead End	<b>—</b> 1	NA	NA	1995
				From:	77-643	1			
1101)	0.10	48	R	<u> </u>	//-043		NA	NA	1999
				To:	77-1103				
$\overline{}$				From:	77-643				
1102	0.10	180	R	To:	77 1102		NA	NA	1999
				From:	77-1103				
1102	0.08	50	R	110111	Dead End		NA	NA	1999
1103	0.00			To:	77-1102			177	
1103)	0.12	80	R	From:	/ /-1102		NA	NA	1999
				To:	77-1101				
<u> </u>				From:	77-643				
1104)	0.11	80	R	. —			NA	NA	1999
				To: From:	Dead End				
	0.20	130	R	From:	77-643		NA	NA	1999
1105	0.20	100		To-	US 11		100	100	1000
				From:	77-1108				
1106	0.09	70	R				NA	NA	1999
				To:	77-643				
	0.07	40	R	From:	77-1108		NA	NA	1999
1107	0.07	40	K	To:	77-643	1	INA	INA	1999
				From:	77-1107				
1108)	0.04	50	R				NA	NA	1999
				To:	77-1106				
$\bigcirc$	0.40	20	-	From:	US 11		NIA	NIA	4000
1109	0.16	20	R	To:	Dead End	_	NA	NA	1999
				From:	77-636				
1110	0.06	170	R	<u> </u>	11 030		NA	NA	1999
				To:	77-1111				
$\bigcirc$			_	From:	77-1112				
1111	0.08	160	R	_			NA	NA	1999
	0.00	40		From:	77-1110		NIA	A.I.A.	4000
1111	0.08	10	R	To:	Dead End		NA	NA	1999
				From:	77-1111	$\pm$			
1112	0.07	120	R	<u> </u>	//-1111		NA	NA	1999
				To:	77-1113				
$\overline{}$				From:	77-1112				
1113	0.16	100	R	т.	D 17.	_	NA	NA	1999
				To: From:	Dead End				
1117	0.64	100	R	1 10III.	77-643	_	NA	NA	03/20/20
1117	0.04	100	11	To:	Cul-de-Sac	7	1474	11/1	JUI 20120
						-			

					Pulaski Maintenance Area					
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	C)C:	eak Ql lour	Dir Factor	AAWDT QW	Year
Pulaski County				From:	Dead End	1				
(1118)	0.13	48	R		Dead End	1	NA		NA	1993
				To-	77-738					
				From:	Dead End	]				
(1119)	0.10	48	R			1	NΑ		NA	1995
				To:	77-738					
1120	0.13	450	R	From:	77-611 WEST	1	NA		NA	1999
(1120)	0.25	100	R	From:	77-1123		NA		NA	1999
				To: From:	77-1122	]				
1120	0.20	220	R			1	NΑ		NA	1999
				To: From:	77-1121	]				
(1120)	0.18	460	R				NΑ		NA	1999
				To:	77-611 EAST					
$\bigcirc$	0.05	400	_	From:	77-1123	J			NIA .	4000
(1121)	0.25	120	R				NA		NA	1999
	0.05	400		From:	77-1122	J——	.1.0		NIA	4000
(1121)	0.25	120	R				NA		NA	1999
	0.00	0.40		From:	77-1124	J——	. 1.0		N14	1000
(1121)	0.06	240	R	To:	77-1120	г 1	NA		NA	1999
				From:		1				
(1122)	0.06	30	R		77-1121	1	NA		NA	1999
1122	0.00		•••	To:	77.1104	1				
(1122)	0.06	80	R	From:	77-1124		NA		NA	1999
1122				To	77-1120	1				
				From:	Cul-de-Sac					
(1123)	0.10	10	R			1	NΑ		NA	1999
				To: From:	77-1121	]				
(1123)	0.08	150	R			1	NΑ		NA	1999
				To: From:	77-1124	]				
(1123)	0.06	280	R			1	NΑ		NA	1999
				To:	77-1120					
	0.05	400	_	From:	77-1123	J ,	.1.0		NA	4000
(1124)	0.25	100	R			, -	NA		INA	1999
	0.20	400		From:	77-1122		.1.0		NIA	1000
(1124)	0.20	100	R	To:	77-1121	7	NA		NA	1999
				From:	Dead End					
(1127)	0.30	40	R		Bout Ent	1	NΑ		NA	02/25/2002
$\bigcup$				To:	77-672	]				
				From:	Dead End					
(1128)	0.09	6	R	_		1	NΑ		NA	02/25/2002
				To-	77-1127	<u> </u>				
	0.07	20	R	From:	Cul-de-Sac	]	NΑ		NA	1999
(1129)	0.07	20	^	To:	77-1131	1 '	N/A		INC	1222
				From:	Cul-de-Sac	<u> </u>				
(1131)	0.08	60	R	<u> </u>	Cu. de Duv	1	NA		NA	1999
				To:	77-1132	1				
(1131)	0.29	160	R	From:		1	NA		NA	1999
$\bigcup$				To:	77-1129					

					Pulaski Maintenance Area			
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(: ()	K Dir AAWDT QW Factor	Year
Pulaski County				From:	77-1129	i		
(1131)	0.10	360	R		//-1129	NA	NA	1999
				To: From:	77-1133	]		
(1131)	0.15	630	R			NA	NA	1999
				To:	77-643			
	0.42	70	_	From:	77-807	]	NIA	4000
(1132)	0.13	70	R	To:	77-1131	NA 1	NA	1999
				From:	77-1131	1		
1133	0.04	300	R		//-1131	NA NA	NA	1999
				To:	77-1134	1		
1133	0.09	150	R	From:	77-1134	NA	NA	1999
				To:	77-1139	1		
1133	0.06	80	R	From:	//-1139	NA	NA	1999
1100				To	77-1134	1		
1133	0.08	40	R	From:	77-1154	NA	NA	1999
1100				To:	Cul-de-Sac	]		
				From:	77-1133			
1134	0.22	80	R			NA	NA	1999
				To:	77-1133			
$\sim$				From:	77-647			
1135)	0.28	80	R	To:	77.744	NA 1	NA	1999
					77-744			
	0.20	40	R	From:	77-744	J NA	NA	1999
1136	0.20	40	IX.	To:	Dead End	1	IVA	1993
				From:	Dead End	1		
1137)	0.11	48	R		Dead End	NA	NA	1999
				To:	77-1131	]		
				From:	Cul-de-Sac			
1138)	0.14	NA				NA NA	NA	
				To:	77-807			
	0.07		_	From:	Cul-de-Sac	]		4000
1139	0.07	20	R	To:	77-1133	NA 1	NA	1999
				From:		1		
1140)	0.11	80	R		77-636	NA	NA	1986
1140)	0.11	00	•••	To:	Dead End	1		1000
				From:	77-636			
1141)	0.12	80	R	-		NA	NA	1999
				To:	77-1142			
$\bigcirc$				From:	Dead End			
1142	0.04	10	R			NA	NA	1999
				From:	77-1143	]		
1142	0.07	40	R	т	77.114	NA 1	NA	1999
				To:	77-1141	1		
	0.11	70	D	From:	77-636	J NIA	NA	1999
1143	0.11	70	R	To:	77-1142	NA 1	INA	1998
				From:	BEGIN LOOP	<u>.</u>		
1144	0.30	30	R	<u> </u>	DEGIN LOOP	NA	NA	1993
				To:	END LOOP			
1144)	0.03	30	R	From:	END LOOP	NA	NA	1993
(1 1 <del>74</del> )	3.00			To:	NCL Pulaski	1		. 500

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	()(:	QK Dir AAV Factor AAV	WDT QW	Year
Pulaski County				From:	77-636				
1145)	0.55	20	R			NA	N	۱A	1986
				Tn·	77-636				
	0.27	NA		From:	Cul-de-Sac/	) NA		1.0	
1146	0.37	NA		To:	77-01145(B)/	NA 1	N	lΑ	
				From:	77-1131				
1147	0.10	30	R		77 1131	NA	N	۱A	1999
				To:	Dead End				
				From:	SR 114				
1200	0.57	130	R	-		NA	Ν	۱A	1993
				To:	Dead End				
	0.07	70	R	From:	77-1203	]		۱A	1000
1201)	0.07	70	ĸ	_		NA •	IN	IA.	1986
$\overline{}$	0.03	200	R	From:	77-1202	, NA		1.0	1000
1201)	0.03	200	ĸ	To:	US 11	NA 1	IN	<b>IA</b>	1986
				From:	Dead End				
1202	0.11	120	R	<u> </u>	Deat Liid	NA NA	N	۱A	1986
				To:	77-1201				
				From:	Dead End				
1203	0.06	40	R			NA	N	۱A	1986
				To:	77-1201				
	0.47	00	_	From:	77-621	]		1.4	4000
1204)	0.17	90	R	To	77-679	NA 1	N	NA .	1986
				From:	Dead End	l			
1205)	0.09	20	R		Dead End	NA	N	۱A	1986
1200				To	77-1210	L			
1205)	0.06	310	R	From:	//-1210	NA	N	۱A	1986
1209				To:	77-1207	1			
1205	0.35	360	R	From:	//-120/	NA	N	۱A	1986
				To:	77-600				
_				From:	77-600				
1206)	0.05	80	R			NA	N	۱A	1986
				To: From:	77-754	]			
1206	0.07	100	R			NA	N	۱A	1986
				To:	77-765				
	0.44	50	_	From:	77-1205	]		1.0	4000
1207	0.11	50	R	To:	Dead End	NA 1	N	۱A	1986
				From:	US 11				
1208)	0.17	180	R	<u> </u>	03 11	J NA	N	۱A	1986
				Tn·	Dead End	]			
				From:	SR 114				
1209	0.09	240	R	<u> </u>		NA	N	۱A	1986
				To: From:	77-1230	]			
1209	0.06	180	R			NA	٨	۱A	1986
				To:	Cul-de-Sac	<u></u>			
$\overline{}$			_	From:	Dead End	]			100-
1210	0.09	30	R			NA	N	۱A	1986
		666	_	To: From:	77-1211	<u> </u>	-		100-
1210	0.06	260	R	To:	77 1205	NA 1	N	۱A	1986
-				**1	77-1205	<u>I</u>			

					Pulaski Maintenance Area				
Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trai	()(:	QK Dir Az Factor Az	AWDT QW	Year
Pulaski County				From:	77-1210				
1211)	0.06	30	R			NA		NA	1986
				Tn:	Cul-de-Sac				
	0.17	50	R	From:	Dead End	NA		NA	1986
1212	0.17	30	IX.	To:	US 11	]		INA	1300
				From:	Dead End				
1213	0.06	40	R			NA		NA	1989
				To:	77-624				
	0.20	NA		From:	SR 114	] NA		NA	
1214	0.20	IVA		To:	Dead End	]		INA	
				From:	77-600				
1215	0.23	40	R	<u></u>		NA		NA	1986
				To:	Cul-de-Sac				
$\overline{}$				From:	77-679			NIA	
1218	0.63	NA		To:	Cul-de-Sac	NA 1		NA	
				From:	77-600	<u> </u>			
1220	0.30	110	R	<u> </u>	11-000	NA		NA	1986
				To	Cul-de-Sac				
$\sim$				From:	77-623	I			
1225	0.30	190	R	To:	77.1007	NA 1		NA	1993
				From:	77-1226	1			
1226	0.11	40	R	F10111	Dead End	NA		NA	1993
1226)	0.11			To:	77 1227	1			1000
1226	0.21	130	R	From:	77-1227	NA		NA	1993
				To:	77-1228	1			
1226	0.10	180	R	From:	77 1220	NA		NA	1993
				To: From:	77-1225	]			
1226	0.15	20	R	riom.		NA		NA	1993
				To:	Cul-de-Sac				
	0.00			From:	Cul-de-Sac	]			4000
1227	0.09	40	R	To:	77-1226	NA 1		NA	1993
				From:	77-1226	<u> </u>			
1228)	0.37	50	R		77-1220	NA NA		NA	1993
				To:	Cul-de-Sac				
				From:	Dead End				
1230	0.11	40	R			NA		NA	1986
$\overline{}$				From:	77-1209	<del></del>			1000
1230	0.06	80	R	To:	77-1231	NA 1		NA	1986
				From:		l			
1231)	0.23	70	R		Cul-de-Sac	NA		NA	1986
.2319	0.20			To:	77-1230	177.			.550
				From:	Cul-de-Sac				
1240	0.26	60	R	-		NA		NA	1999
				To: From:	77-1241	]			
1240	0.16	170	R			NA		NA	1999
				To:	77-671				
	0.20	QA.	P	From:	Cul-de-Sac	NA NA		NA	1000
1241	0.20	80	R	To	77-1240	INA ]		INA	1999
					// 12/10				

Route	Length	AADT	QA	4Tire	Bus 2Axle 3+Axle 1Trail 2Trail	QC Peak QK Hour F	Dir Factor AAWDT QW	Year
ulaski County								
1301)	0.07	250	R	From:	77-654	NA NA	NA	1999
1301)				To:	77-1303	<u> </u>		
1301)	0.07	180	R	From:	17-1303	NA	NA	1999
				To: From:	77-1302			
1301)	0.07	90	R	_		NA	NA	1999
				To:	77-1304			
1202	0.12	70	R	From:	Cul-de-Sac	NA NA	NA	1999
1302	···-			To:	77-1301			
1302	0.10	30	R	From:	77-1301	NA NA	NA	1999
				To:	77-1303			
$\overline{}$				From:	Dead End			
1303	0.11	20	R			NA	NA	1999
	0.17	100		From:	77-1301	NA	NΙΔ	1000
1303	0.17	100	R	т	77.1000	NA	NA	1999
	0.07	50	R	From:	77-1302	NA	NA	1999
1303	0.01			To:	77-1304			.500
1303)	0.19	20	R	From:	//-1304	NA	NA	1999
				To:	Dead End			
$\sim$		_		From:	Dead End			
1304	0.14	40	R			NA	NA	1999
	0.40			From:	77-1301	NIA.	NIA.	4000
1304	0.10	20	R	To:	77-1303	NA	NA	1999
				From:	Cul-de-Sac			
1310	0.54	60	R		2 2	NA	NA	1999
				To:	77-626			
$\bigcirc$	0.05	40		From:	77-663	NIA	NIA	4000
1401)	0.25	40	R	To:	Cul-de-Sac	NA I	NA	1999
				From:	Dead End			
1402	0.23	60	R			NA	NA	1999
				To: From:	77-1403 WEST			
1402	0.12	70	R			NA	NA	1999
<u> </u>				From:	77-1403 EAST			
1402)	0.03	120	R	To:	77-663	NA I	NA	1999
				From:	77-1402			
1403	0.35	50	R	<u> </u>	//-1402	NA NA	NA	1999
<del>"</del>				To:	77-1402			
$\sim$			_	From:	77-643			
9342)	0.85	3500	R	To:	Pulaski High School	NA I	NA	1991
					r uiaski tiigii sciiooi			
Cown of Dublin				From:	77-1004			
9346)	0.05	170	R			NA	NA	1986
				From:	77-1001			
9346	0.09	160	R	To:	77-746	NA I	NA	1986
bulaski Court-					//-/40			
Pulaski County				From:	FR-47			
9347)	0.05	250	R			NA	NA	1991
				To:	Draper Elem School			

					PL	ılaski Maintenan	ce Area								
Route	Length	AADT	QA	4Tire	Bus	Tri 2Axle 3+Axle		2Trail	- QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Pulaski Countv								-							
	0.09	150	R	From:		77-693				NA			NA		1986
9517	0.09	150	ĸ	To		77-693				INA			NA		1900
				From:		77-693									
9518)	0.07	120	R			77-093				NA			NA		1991
0310				To:		Snowville Elem So	chool								
				From:		77-611									
9519	0.12	200	R							NA			NA		1991
				To:		Newbern Elem Sc	hool								
Town of Dublin				From:		77.746									
0500	0.24	710	R	r tom.		77-746				NA			NA		1991
9520	0.24	710		To:		Dublin High Sch	ool			14/-			IVA		1001
				From:		Dublin Mid Scho									
9927	0.26	1200	R	<u> </u>		Dubini Wila Sch	001			NA			NA		1991
0021)				To:		77-632									
Pulaski County															
				From:		Pulaski County L	ine								
712	0.05	40	R	_						NA			NA		11/27/2000
				To-		Dead End									
Town of Pulaski				From:		Us 11Washinatan	Avia								
(4600) Dora Hwy	0.22	2200	F	99%	0%	Us 11Washington 0%	0%	0%	С	0.088	F	0.507	2300	F	2002
4600 Dora Hwy	0.22	2200	•	T	070		070	0 70		0.000	•	0.007	2000	•	2002
O Doro Huay	0.06	1100		From:	0%	Pierce Ave	00/	00/	F	0.000	F	0.507	1200	F	2002
(4600) Dora Hwy	0.96	1100	F	99%	0%	0% 0%	0%	0%	Г.	0.089	Г	0.507	1200	Г	2002
<u> </u>	4.40	1000		From:	00/	Springer Ave		20/	_	0.000		0.500	4000		2000
4600 Dora Hwy	1.12	1200	F	98% To:	0%	1% 0%	0%	0%	С	0.089	F	0.530	1300	F	2002
						SR 99									
Valley Dd	0.55	NA		From:		77-650 JB-125 SCL	Pulaski			NIA			NΙΔ		
Valley Rd	0.55	NA		To:		Pulaski Street		1		NA			NA		
				From:		Pulaski St									
(4601) Valley Rd	0.33	1100	F	99%	0%	0% 0%	0%	0%	С	0.098	F	0.571	1200	F	2002
125				To:		Commerce St									
A Valley Bal	0.40			From:		125-4602; Commer	rce St			<b>N</b> 1.0			NIA		
Valley Rd	0.13	NA		To:		SR 99 Randolph	C+			NA			NA		
				From:			St								
(4602) Case Knife Rd	0.58	650	F	98%	0%	SCL Pulaski	1%	0%	F	0.104	F	0.536	690	F	2002
(4602) Case Knife Rd	0.50	030	•	To:	0 70	Howard St	1 70	0 70	'	0.104	•	0.550	090	'	2002
				From:		Case Knife Rd	I								
4602 Howard St	0.21	910	F	98%	0%	1% 0%	1%	0%	F	0.092	F	0.622	960	F	2002
1237				To: From:		Commerce St									
(4602) Commerce St	0.69	2600	F	98%	0%	Howard St 1% 0%	1%	0%	F	0.087	F	0.547	2800	F	2002
(4602) Commerce St	0.00	2000	•	50 70	070		170	070		0.007		0.547	2000		2002
Commerce Ct	0.07	2400	F	From:	00/	Valley Rd	1%	00/		0.004		0.570	2600		2002
Commerce St	0.27	2400	F	98% To:	0%	1% 0% US 11 Washington		0%	С	0.084	F	0.570	2600	F	2002
				From:			AVE								
(4603) Altoona St	0.32	1300	F	98%	1%	Main St 0%	0%	0%	С	0.088	F	0.55	1400	F	2002
4603 Altoona St	0.02		•	To:	1 /0	NCL Pulaski	<b>5</b> /0	7,0		0.000	•	0.00	1 100	•	_502
				From:		WCL Pulaski									
MT. Olivet Rd	0.28	1200	F	98%	0%	1% 1%	0%	0%	F	0.104	F	0.602	1200	F	2002
4604 MT. Olivet Rd				To:		Magazine St			<u> </u>						
<u> </u>			_	From:		Mt. Olivet Rd									
4604 Magazine St	0.13	1300	F	98%	0%	1% 1%	0%	0%	F	0.102	F	0.626	1400	F	2002
				To:		Main St									

								_								
Route	Length	AADT	QA	4Tire	Bus		3+Axle			QC	Peak Hour	QK	Dir Factor	AAWDT	QW	Year
Town of Pulaski				_												
				From:			gazine St									
(4604) Main St	0.08	1400	F	98%	0%	1%	1%	0%	0%	С	0.093	F	0.591	1500	F	2002
				To: From:		Al	toona Rd		1							
4604 125 Main St	0.15	2900	F	98%	0%	1%	1%	0%	0%	F	0.087	F	0.582	3100	F	2002
125				To-		SR 99 I	Randolph A	ve								
				From:		Lee Hi	ghway US	11								
(4607) Alum Spring Rd	0.57	2000	F	98%	1%	1%	0%	0%	0%	С	0.104	F	0.602	2100	F	2002
(4607) Alum Spring Rd				To-			L Pulaski									
				From:		US 1	1 Lee Hwy	,	i							
(4608) Peppers Ferry Rd	1.10	2500	F	98%	0%	1%	0%	0%	0%	F	0.098	F	0.545	2700	F	2002
Peppers Ferry Rd			-	. F	0,0					•	0.000	•	0.0.0		•	
Denness Fermi Dd	0.07	000		From:	00/		morial Dr	00/	00/		0.405		0.000	700		2002
4608 125 Peppers Ferry Rd	0.37	680	F	98%	0%	1%	0%	0%	0%	С	0.105	F	0.602	720	F	2002
				From:		Beth Sco	ott Dr Old I	ECL								
(4608) Peppers Ferry Rd	1.22	660	F	98%	0%	1%	0%	0%	0%	F	0.118	F	0.534	700	F	2002
125				To:		US 1	1 Lee Hwy	7								
				From:		Bob '	White Blvd	l								
(4609) Memorial Dr	1.21	8100	F	99%	0%	0%	0%	0%	0%	С	0.091	F	0.533	8600	F	2002
125				To:		US1	1 Main St									
				From:		N	Main St									
Bob White Blvd	0.39	8800	F	98%	0%	1%	0%	1%	0%	С	0.097	F	0.586	9300	F	2002
125				To:		Ma	morial Dr									
(4611) Bob White Blvd	0.36	6700	F	98%	0%	1%	0%	1%	0%	F	0.102	F	0.52	7100	F	2002
Bob White Blvd	0.00	0,00	•		0 70			170	070	•	0.102	•	0.02	7 100	•	2002
O B 1 14/11/1 B1 1	4.00			From:	00/		akland Rd	40/			0.40=	_	0.000	0.405	-	2005
(4611) Bob White Blvd	1.33	6000	F	98% To:	0%	1%	0%	1%	0%	F	0.107	F	0.626	6400	F	2002
						NC	L Pulaski									
				From:		Wash	nington Ave	9				_			_	
5th St		3800	F								0.086	F		4000	F	2002
				To:		Ran	dolph Ave									
				From:		G	rove Dr									
Hopkins Dr		180	F								0.107	F		190	F	2002
				To:		Peppe	ers Ferry R	d								
				From:			Hill St									
MacGill St		670	F								0.12	F		720	F	2002
				To:		D	illon St									